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## DIARY OF LOCAL EVENTS.

To-day.

(September 15.)

Rotary Club Tiffin, Lane, Crawford Restaurant, 1 p.m.  
Sanitary Board Meeting, 4.15 p.m.

Meeting of Creditors, Lai Wah Co., Lane, Crawford's, 3 p.m.

Home Sport—Cricket: Champions (Yorkshire) v. The Rest of England at the Oval.

Sir Julian Cahn's XI. v. New Zealand at Nottingham.

Golf: Midland Amateur Championship (continued).

Queen's Theatre: "Cimarron."

World Theatre: "The Personator" (Chinese film).

Star Theatre: "Devil May Care."

Central Theatre: "Resurrection."

King's Theatre: "Mr. Lemon of Orange."

Dinner Dances at Hong Kong and Peninsula Hotels.

European Mail—Inward: Europe via Siberia (Sphinx); Outward: Europe via Suez (Menclaus) 9.30 p.m.; Europe via Suez (Sphinx) 9 p.m.; Europe via Siberia (Chenancour) 2 p.m.

Tides:—High at 11.34 and 11.56; Low at 4.50 and 5.20.

Wednesday.

(September 16.)

Ember Day.

Home Sport—Cricket: Champions (Yorkshire) v. The Rest of England at the Oval.

Sir Julian Cahn's XI. v. New Zealand at Nottingham.

Golf: "Evening Times" Tournament at Longniddry West of England Professional Championship at Doncaster.

Queen's Theatre: "Cimarron."

World Theatre: "The Personator" (Chinese film).

Star Theatre: "Devil May Care."

King's Theatre: "Up the River."

Central Theatre: "Aloha."

Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.

European Mail:—Outward: Europe via Siberia (Tatsuta Maru) 8.30 a.m.

Tides:—High at 12.23; Low at 3.45 and 5.50.

Thursday.

(September 17.)

Lammert's Auction of Old and Surplus Stores, Kowloon Naval Depot, 9.30 a.m.

Entries for eighth Extra Race Meeting close, noon.

Home Sport—Golf: "Evening Times" Tournament at Longniddry.

Queen's Theatre: "Almost A Honeymoon."

World Theatre: "Hollywood Revue of 1929."

Star Theatre: "They Learned About Women."

King's Theatre: "Up the River."

Central Theatre: "Aloha."

Dinner Dances at Hong Kong and Peninsula Hotels.

Tides:—High at 12.10 and 1.20; Low at 4.49 and 6.18.

## RENAISSANCE OF THE FRENCH NAVY.

### BUILDING ACTIVITY AT CHERBOURG.

#### GIANT SUBMARINE READY.

Cherbourg.—As the greatest submarine power in the world, writes Hector C. Bywaters in the London *Daily Telegraph*, France enjoys to-day a degree of naval prestige which is fully recognised in the chancelleries of Europe, if not by the man in the street.

A strong navy is always a potent diplomatic asset, but it was only comparatively recently that France rediscovered that truth. It is not a coincidence that since her powerful and highly efficient post-war fleet came into being the French view has prevailed at almost every international conference. Those who doubt this will, in all probability, have their eyes opened when the Disarmament Conference is convened at Geneva in February.

The rise of the French navy from virtual insignificance to a commanding position has taken place in less than a decade. Although M. Georges Leygues, who was Minister of Marine for the greater part of the period of rebirth, is entitled to much credit for the achievement, the impetus came from clear-sighted and resolute naval officers who believed quite rightly that sea power had been the primary cause of Germany's defeat.

#### A Sea-minded Nation.

It was they who organised the great publicity campaign which has made the French nation "sea-minded" for the first time in modern history.

Many fine cruisers and destroyers are included in the new French Navy, but it is the submarine arm which has captured popular imagination.

The underwater cruiser *Surcouf* is unique in size and other respects. Launched at Cherbourg nearly two years ago, she has gone through exhaustive trials which are understood to have been successful, though several minor improvements have since been made. On the surface she looks more like a cruiser than a submarine. Nearly 400ft. long, with a breadth of 29ft., she displaces 3,550 tons on the surface and 4,500 tons when submerged. On the water-line, are two 8in. guns of the latest pattern, with a range of 15 miles, and some light quickfiring, the big guns being protected by armoured shields. There are also sixteen torpedo tubes of large calibre mounted at bow and stern and on the broadside, all of which can be discharged simultaneously by the pressure of a button in the conning-tower. Multiple periscopes, a high-powered wireless

outfit, and a folding seaplane in a watertight hanger are other features of this remarkable vessel.

#### 5,000-Ton Submarine Planned.

Already the largest submarine in any navy, *Surcouf* will herself be dwarfed by the gigantic undersea cruiser of 5,000 tons for which designs have been prepared by the French naval staff. An armament of four 8in. guns and sixteen torpedo tubes is mentioned. But many naval experts here believe that the useful limit in submarine dimensions has been attained by *Surcouf*. She carries a crew of 190, has a surface speed of 20 knots, and can cruise from Cherbourg to Indo-China on one load of fuel.

No ordinary anti-submarine craft could deal with this formidable vessel. Destroyers, it is claimed, could do little against her, and her 8in. artillery would enable her to engage light cruisers with every chance of success. Her armoured hull is said to be proof against the standard type of depth charge. She appears to be the ideal ocean commerce raider, and it is frankly in this light that she is viewed by the nation at large.

Of the ocean-going class the *Espoir*, launched here on July 18, is the latest specimen. Three sister vessels, G 168, 178 and 179, are now on the stocks at the local yard, together with a smaller boat, G 195. *Espoir* and her sisters belong to a group numbering thirty-five units to date, with others projected. Ranging from 975 to 1,550 tons, they are big, robust vessels, designed for long-distance cruising. Several have travelled as far as Madagascar without escort. They have an ocean speed of 16 to 18 knots and a crew of 100. All carry guns and at least ten torpedo tubes. The first boats of this class were launched at Cherbourg in 1924-25, since when the construction of new and improved types has gone on without pause.

#### Dockyard in Full Swing.

In contrast to most British dockyards, the Cherbourg establishment is a hive of activity, mostly connected with submarine construction, though a 1,500-ton cruiser of the 1931 programme is to be laid down. Although but a second-class port militaire compared with Brest or Toulon, Cherbourg has a strategic value of great importance. In certain contingencies it might become the principal base for submarine and aircraft operations in the Channel.

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# SPARKS FROM THE PLUGS

## MOTOR CYCLING NOTES.

### THE CHOICE OF RIDING KIT.

#### UNOBSTRUSIVE NEATNESS AS THE IDEAL.

[By "CAMSHAFT"]

In view of the never-ending controversy as to what is the most suitable riding kit for varying conditions of weather, an article is reproduced below from a recent issue of the Motor Cycle, which may help some riders to solve the problem of what to wear, and when to wear it.

The fact that the autumn is not very far away gives added interest to the views expressed by "Holder-ness" below, since it is only between the months of October and March that riding conditions out here approximate to those at home. English summer riding kit strikes me as being admirable for a Hong Kong autumn, though something heavier and warmer is certainly needed during the winter months.

When discussing riding kit, apart from the poncho and waders or "how-to-keep-dry" aspect, one comes up against quite a number of differences of opinion as to what is most suitable for wearing under, say, a leather coat or light rain-coat. Also, of course, there are many days when no top garment is necessary. What, then, is the ideal wear for motor cycling in the summer?

It would be quite excusable to answer this by saying: "It all depends where you are going and what you intend to do." Quite; but for the moment imagine the typical "routine" of the average rider on a June Saturday afternoon. Probably the most appealing thing, after a ride of some 60 or 70 miles from town over hot, dusty roads, is a brisk swim in either sea or river. Then a few hours of delicious lounging, and, perhaps, a short walk along cliffs or river until the needs of the inner man give rise to thoughts regarding the dormant possibilities of cold meat and salad, and fruit with a lot of real cream—or what Lancashire people picturesquely call "a high ten."

#### The Programme—

So the model is kicked into life, and is shut off again in the yard of an hotel or café. After tea the unfailing attraction of centuries that are past and gone prove irresistible, and so "the castle" and "the walls" are view in company with other people who have not travelled by motor cycle but by train or motor coach to this sunny old-world town of our imagination. Lastly comes the ride home in the cool of the evening, the rider grateful for the leather coat that was somewhat grudgingly donned, or remorselessly strapped on the carrier, under the blazing sun of high noon when the journey was started.

This is certainly a typical jaunt of the sort that can be conveniently extended to cover a full day, or even a week-end. However remote from the discussion of riding kit this may seem, it is not so really, because what I want to show is that sound kit for general use is entirely a matter for compromise. The riding kit for this imaginary jaunt had to be suitable for riding; easy to get out of and get into (that adds to the enjoyment of nothing); "respectable" enough for the hotel dining room, and not conspicuous among sightseeing crowds in town at night.

—and the Costume.

The correct aim is towards unobstrusive neatness, and my own kit is always (I hope) on these lines: decently cut riding breeches and stockings, and stout leather shoes; khaki shirt and khaki tie, and normal sports jacket. Occasional variations are the use of field-boots instead of shoes and—in coldish weather—a leather waistcoat or pullover under the sports coat. This kit appeals to me as ideal; there is nothing "sloppy or flappy" about it, and it is neat and acceptable in pretty well all circumstances. True, when field-boots are used they take a deuce of a time to remove unless Lightning fasteners are employed, and in any case they produce a sort of "P.C. 99" effect whenever stone flags are encountered, if the heels are shod with steel, as most of them are. Approaching an hotel dining-room via a long, wide stone-flagged passage which served as a sort of lounge, I once gave, for what seemed to be an interminable period, an excellent representation of "restless horse in stable." Still, steel heels have their advantages.

#### Plus-fours.

A normal plus-four suit makes perfectly good riding kit for fair weather, and has several points to commend it, even if the knickers do flap in the wind! Instead of the ordinary coat one of the ordinary golf jackets, with Lightning fastener down the front is a practical garment, and it can be fastened high or low, according to temperature.

The white sweater, which was in such general use a few years back, does not appear to be quite as popular these days, probably because the choice of kit is wider. A polo jumper or any type of sweater, with riding breeches, stockings and shoes makes jolly good kit, anyway. The cricket shirt has to a large extent been supplanted by the khaki shirt, but for really short runs in real summer weather, such as the August "dog days," a cricket or khaki open at the neck, shorts, stockings, and stout canvas shoes are all right as "special kit," but they hardly come within the scope of this article.

Whatever type of fair-weather kit is chosen the threat of rain has to be taken seriously, and so either waders and poncho, or waders and storm coat, have to be carried. My own idea is that when riding in summer (for jaunts of not more than, say, 50 miles each way, waders can be left at home and their place taken by a pair of waterproof seal-leg trousers).

#### The Poncho.

A word or two about folding a poncho; always tuck in the neck part first, and see that the sleeves are out of sight when the "bundle" is completed. Waders should be rolled separately, starting at the feet. They will then sit snugly one at each end of the poncho—almost pannierwise. Use at least two securing straps and see that these are really tight. Similarly, if a storm coat is carried don't fold it up inside out, and be careful to see that the collar, sleeves and belt are tucked out of sight so that they cannot flap about.

## News from Everywhere

Chevrolet's registration amounted to 303,110 out of a total of 430,890 for the other cars manufactured by General Motors, while in the first five months of last year Chevrolet contributed 333,174 units out of a total of 478,012.

#### AN ACHIEVEMENT.

The 5,000th Twelve-Six left the Austin Works at Longbridge on June 27, 1931, just a little over three months after the first models were released to the public.

The immediate success which attended the introduction of the Twelve-Six imposed severe demands upon the production engineers of the Company and it is greatly to their credit that in such a short time the weekly output has reached the scheduled decided upon.

#### MORNING INSPECTION AT BUICK PLANT.

Buick has a morning inspection at the plant conducted in the interest of safety for the workmen, an idea adopted several months back. Each foreman is required to see that his men are properly dressed for their work every day. Wherever special clothing and equipment are provided, it must be in first class condition. As for ordinary dress, it is up to the foreman to see that the men do not operate certain machines, for instance, in long sleeve garments or with flowing neckties. If a man is not quite up to par physically, the foreman may send him to the medical department. Each foreman is trained in safety measures. Since the plant went into operation last September, the frequency of accidents has decreased 21 per cent.

#### WOMAN DRIVER'S FEAT.

To the numerous instances already recorded of women driving cars for distances and under conditions which would appeal many a mere man must be added the following: leaving Highbury, London, at 4 a.m., and stopping only for breakfast (half hour), lunch (one hour), tea (half hour) and for petrol, over two hours in all—Aberdeen was reached at 7.30 p.m. The actual driving time was 13 hours and the distance on the speedometer was 553 miles. For the first 285 miles there was heavy rain, and over the Cumberland hills a snowstorm was encountered. The car, a 10/60 Humber, contained four passengers.

#### A MOTORIST'S QUEER MUSEUM.

In a little room off Piccadilly is a very queer museum. The exhibits include a crumpled horn (cow) and a crumpled horn (deer), stuffed pheasants, partridge, a duck from Regents Park and a swan, horse-shoes, stones and a selection of golf balls.

The "curator" of the museum is Mr. Reginald Dalpech, Sales Director of Triplex Safety Glass, Ltd., and the exhibits are objects which have crashed into the wind-screens of motor-cars, and have been sent by grateful owners who might have been seriously injured if ordinary glass had been fitted to their cars. Mr. Dalpech is proud of his museum.

#### THE FIRST OF THE 1932 MODELS.

The announcement of a new season's car models as early as the last day of July at first sight seems rather strange, but actually there is a great deal to be said for an arrangement which shortens that slack period prior to the annual Motor Show when many manufacturers have still to divulge their latest "secrets" and the buying public is naturally adopting a "wait and see" policy. Last year the Standard Oil Co., for example, found this arrangement thoroughly successful and they are again the first concern to make public details of their 1932 programme.

#### WHERE THE SIX-WHEELER SCORES.

A difficult problem of transport has recently been successfully solved by a Thornycroft rigid six-wheeler lorry.

In the extensive Plas-yen Woods of North Wales, a considerable number of trees had been felled, and the timber was lying in a deep dingle. A Thornycroft six-wheeler was put to the job of transporting this, and although there was no road and the ground was soft with steep gradients rising to 1 in 4, it quite easily carried its loads up and out to the nearest road, making repeated climbs until the whole of the timber had been hauled up and delivered at its destination.

This type of vehicle is admirably suitable for transport work overseas, where roads are bad or do not exist, and already a considerable number of these types of Thornycrofts are providing efficient transport in remote parts of the Empire.

In the words of the Motoring Correspondent of *The Times*:—"Only experience can really bring home the almost impossible feats of haulage which the British rigid frame six-wheeler is capable of undertaking."

#### A WOMAN'S UNIQUE OCCUPATION.

The distinguished position of the only woman traveller in the British motor car trade is held by Miss Dorothy V. Carr, a member of the Singer Company's field sales staff. Between 1924 and 1926 she piloted a Singer "Ten" 100,000 miles, and when the manufacturers heard of this they promptly offered her an engagement. In April, 1927, she undertook the celebrated coast tour of Britain, covering an average distance of 250 miles a day for 15 consecutive days—so there is not much this intrepid lady driver does not know about what a Singer car will do!

She was in attendance at the Company's stand at Olympia last year, and did considerable business, since when she has been working over a territory comprising the whole of Wales and the border counties. She calls upon dealers and their prospective customers, especially ladies, and invariably meets with an appreciative reception. Perseverance is the keynote of her methods. Miss Carr believes that women possess a larger share of this quality than men.

That women buyers are not invariably influenced in their choice of a car by appearance is Miss Carr's experience. For instance, she finds that the safety provided by the car-mounted petrol tank on all this year's Singers plays a large part as a deciding factor with many of her feminine customers.

## HUGE DISTANCES COVERED YEARLY BY MOTORISTS.

### AVERAGING 169 MILES A DAY FOR A WHOLE YEAR.

Some of the long-distance records which are set up by racing and record-breaking motorists are wonderful feats of consistent speed and dependability in the cars and of endurance on the part of drivers. Such a performance as the Twenty-four Hours Record comes to mind, for on several occasions the record has been held by a driver who has driven single-handed for the entire period. Nearly two thousand miles of driving in a single day.

Many private motorists have huge mileages to their credit, and likewise their cars. Probably there has never been a greater performance on a single car than the 62,430 miles covered on a 20 h.p. Sunbeam in a period of twelve months. Yet this distance, an average of 169 miles a day though out the year, was done a few years ago, and the mileage checked carefully from daily records by one of the cars used by a well-known firm of British tyre manufacturers for testing wheels and tyres under actual road conditions. And in the next twelve months the same car again covered nearly the same distance.

Sunbeam cars have achieved many astounding feats during the past quarter of a century, but it is doubtful whether anything more wonderful has ever been accomplished than this. The car was in no way specially built for its task, but was a standard six-cylinder model with a normal touring body.

There is also still in active use in Canada, a 1931 Sunbeam which has covered over 250,000 miles and when its owner last communicated with the manufacturers the only replacement parts required were a few spokes for one of the wheels.

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**NEW FORD.** Town Sedan. Eleven months old. Mileage—8,000. Colour—Black... \$2,800.

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**STANDARD.** Tourer, 1925 model. Three new tyres... \$500.

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On the open road the silent "Third" speed affords the most pleasant possibility of driving on hills, curves and when overtaking.



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## PASSING THE 20 MILLION MARK.

### DUE CEREMONIAL AT FORD WORKS.

#### HENRY FORD AT THE WHEEL.

The Twenty Millionth Ford car left the assembly line of the Ford Motor Company in the Rouge plant, on Tuesday morning, April 14.

The car rode slowly down the line and came to rest at the terminal, a finished product. Henry Ford and Edsel Ford, executives of the company, reporters, photographers and mechanics gathered to inspect the machine, a Model A Town Sedan.

Henry Ford drove the automobile to his home, where it met the first car, produced in 1893. Later it met "999," the famous Ford racer, and the Fifteenth Millionth car, last of the Model T's to be built.

The car was placed on exhibition in the Ford Motor Company's show-rooms in the Highland Park plant on Woodward Avenue.

One week later it was started on a country-wide tour, in the course of which it is scheduled to spend a week in each of the company's branch territories.

On its return, the Twenty Millionth car will be placed in Greenfield Village.

#### The First Ford.

The first Ford, one of the first three automobiles the United States had ever seen, resembled a buggy mounted on bicycle wheels and its little two-cylinder engine boasted four horsepower. Its gasoline tank held three gallons and its seat held three people. Mr. Ford was given a verbal license to drive it, and he thus became the first licensed motorist in the United States.

In December, 1915, more than 1,000,000 Fords had been produced. Thereafter, as Ford manufacturing methods and processes developed, total production reached 2,000,000 in June, 1917; 5,000,000 in May, 1921; 10,000,000 in June, 1924, and 15,000,000 in May, 1927.

48,000 Miles of Ford Cars. Contemplation of what the production of 20,000,000 automobiles means may be easier if it is realized that a total of only 27,000,000 motor vehicles—passenger automobiles, trucks and commercial cars of all kinds, and buses—were registered in the entire United States last year.

Or to put it another way, 20,000,000 Fords, placed bumper to bumper, would stretch approximately 48,296 miles, which is within 1,508 miles of enough to circle the globe twice at the equator.

## A MOTORING STORY with a MORAL.

An ignition switch which had ceased to function held me up for two hours on the Yarmouth road on Sunday evening, writes an *Evening Standard* Motoring Correspondent.

It was a very nice looking switch. It was designed in the latest futuristic pattern. It matched every other fitting on the dashboard. It was chromium plated in a dull, superior looking fashion. In fact, it was a very nice switch that would have done credit to any drawing-room.

But it had one weakness: it wouldn't work.

It was not, of course, the fault of the switch that I was held up for two hours, but I found it impossible to suspect such a work of art of any failing, so I tested out the plugs one by one, the ignition leads, the distributor and its make and break, coil, and, last of all, the accumulators.

All these various parts seemed to be in perfect order—except, of course, that no current was coming through to the coil and distributor.

#### The Lost Two Hours.

Finally, much against my will, I was forced to believe that the switch was at fault. It was. It took me over half hour to come to this conclusion and an hour and a half to rectify the trouble. Beautiful as the outside of the switch was this was nothing to the ugly loveliness of the inside. Every part was made as small and, apparently, as difficult to get at as possible. I could find no

tool to rectify the trouble, which was simply that when the switch was on there was no definite connection from the positive across to the lead to the coil.

Fortunately it was a pleasant summer evening, but to be stranded on a cold winter's night with this trouble would be another story. It would, in fact, have been impossible to rectify the fault, slight as it was, at the roadside when one's hands were frozen.

All of which brings me to my main point—an appeal to car designers to rid themselves of this trick of making small but important parts inaccessible. A practical engineer friend suggests that designers of awkward bits and pieces should be compelled to spend every wet winter night out on the road repairing their "bits of mechanism" when things go wrong.

#### Anxiety to be Original.

Seriously it is time this problem was tackled by motor manufacturers. Before the war it was possible, in the case of one well-known make, to take down the whole of the ignition and lighting system and to have very lead, switch, and accumulator on the bench under half an hour.

This car is still made, but it has been "improved" to such an extent that it is now necessary to remove the complete body before the ignition and light lay-out can be satisfactorily examined.

I know another car which has been so completely "improved" that in order to deal with a fierce

clutch the owner must either remove the engine or the back axle.

Manufacturers, in their anxiety to be original, have lost sight of the prime fact that it is on the road, with few tools and no bench, that the car goes wrong; and that it has to be righted by a driver whose knowledge may not be extensive and whose mechanical skill is probably slight.

#### Inaccessibility.

Some time ago, when designers began to forget their practical engineering in the quest for something unusual, I heard it prophesied that the craze would soon end and that British engineers would return to the British habit of making solid, substantial jobs which could be kept running and in repair with a minimum of trouble.

That prophecy has not been fulfilled. If any thing the craze for inaccessible "bits" has increased. The new models for 1932 are now being assembled. Many have gone through their practical tests.

But before they are put on the stand at Olympia, I would urge upon each manufacturer the necessity for making a personal examination of everything that is likely to go wrong. I am not, of course, referring to serious engine or transmission troubles which could only be repaired in the workshop, but to those annoying trifles which can be put right by the owner.

Finally I would suggest that the examination should be carried out on the road—and with the tools supplied in the car kit.

## MOTOR TRADE SUCCESS.

### BECOMING BRITAIN'S BIGGEST INDUSTRY.

In a few years' time, motor manufacturing will be Britain's biggest industry, declares the annual volume of statistics published by the Society of Motor Manufacturers and Traders. To-day it ranks among the first five of our industries.

Compared with other countries, the report states, the average private car in Britain:

Is responsible for fewer accidents;

Has a life of 7½ years in Britain (against 6½ in U.S.A.);

Has an engine of 13 h.p. against 18 h.p. on the Continent and over 30 h.p. elsewhere;

Is more heavily taxed than in any other country, paying £10 6s 6d a year in licence duties and petrol tax, of which £10 goes to the Road Fund and the remainder to general State expenditure; and

Requires 2½ new tyres a year.

In spite of the depression, it is reported, the industry was practically as active last year as in 1929, the total vehicles produced being 230,833, a drop of only 2,800. Largely is this due to the increase in the number of commercial vehicles, the production of which has more than doubled since 1924.

#### Falling Imports.

It is not anticipated, adds the report, that the sales of home-produced vehicles will show any great decrease this year. Although there have been fewer new registrations

each month, the drop is largely offset by the fall in foreign car imports. These decreased from 37,784 in 1929 to 11,278 last year, and this year are expected to be the lowest since the war.

Keeping pace with this fall in imports has been a steady growth of exports. In seven years the export trade has doubled, and last year the value of motor products exported exceeded the value of imports by £7,198,000.

Motor vehicles, it is estimated, carry approximately twice as many passengers per month as the railways last year worked nearly four times the "ton miles" worked by road transport vehicles.

#### Car to Every 50 People.

Great Britain, it is stated, is now eighth in the list of motor users in proportion to population.

We have one car to every 20.6 persons, compared with America's one for every 4.6, Canada's one to 8, and New Zealand's one to 8.1. New Zealand, it may be noted, is now importing more British than American vehicles.

South Africa, Australia, and Argentina all come before this country in the list, but France is the only European country.

The immense potential market in Argentina is shown in another table, which reveals that last year she imported 301 British cars (against 978 the previous year) and 15,008 American cars.

The total number of motor vehicles of all kinds licensed in this country at the end of 1930 was 2,280,302, of which 1,042,268 were private cars. The total amount paid in licence duties was £27,784,226, and in petrol duty £15,008,000.

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## GEAR CHANGING MADE EASIER.

### SAFETY FACTOR.

### NEW DRIVING METHODS NECESSARY.

Much discussion has arisen among motorists in regard to the benefit or otherwise of having a "free wheel" drive to their cars, writes H. Thornton Rutter, the *London Morning Post* Motoring Correspondent.

America has chosen to advertise this attachment to the transmission of the drive as a means of saving petrol and as a novelty to their new cars for next season. The type of free wheel fitted to American cars reminds one of the old coaster hub attached to pedal bicycles, as it permits the car to over-run the engine on all occasions when, in operation, the foot is lifted from the accelerator pedal.

There is no gainsaying that a free wheel makes gear changing much simpler to the driver, as there is no need to throw out the clutch nor to accelerate the engine to effect a change of driving ratio. But a free wheel entirely changes the method of driving. It is very important to realise this in order to keep a proper control of the car.

In the first place, drivers are so accustomed to the braking effect of the engine on the speed travelled when their foot is taken off the accelerator pedal, that their judgment of speed and distance in slowing up or stopping the car has to be entirely revised for the new condition.

#### Increased Speed.

Instead of the car slowing down, it actually increases its speed, unless travelling uphill, when the car over-runs the engine, so that the foot brake has to be applied much sooner than with a fixed geared transmission system.

Thus, while competent drivers use their brakes as seldom as possible, driving their cars on the throttle, with a free wheel they must drive on their brakes. Hitherto this has been considered bad driving.

I must pay a compliment to the American motor-car makers that in no case have they provided a free wheel without a means of throwing it out of operation in order to revert to a fixed gear should the driver wish to do so.

Here in England free wheels are of not very much use except to make gear-changing easier. We have no great lengths of mountain roads where we can save fuel consumption by coasting for many miles at a time.

All that we obtain in practice—as I have found from personal experience when driving a car with an optional free wheel during the past six months—is constant free-wheeling in traffic, where it is a danger unless the driver uses the brakes more frequently than he would without a free wheel.

#### In Open Country.

Occasionally in the open country one can free-wheel for about a mile, seldom further. At the same time it must be remembered British motor-car manufacturers are seeking to sell their cars in every part of the world. Therefore one must not forget that there are wide open spaces with little traffic in countries outside the United Kingdom in which the free wheel might be beneficial as an economy factor.

Otherwise, I am of the opinion that the present aim of British automobile engineers and designers in producing easy changing gear-

boxes and pre-selective gear units with optional free wheel by putting the gears in neutral—is better said as the "coaster hub" free wheel pure and simple.

Even the best brakes may fail at times, and so it is wise to have a gear-box that can give the driver a certainty of engaging any gear ratio at will in order to use the engine and a low gear as a brake.

I had a run recently in the new four-cylinder 15.9 h.p. Plymouth car, the latest "free wheeler" built in the United States. In this design the coaster hub behind the gear-box has a clutch arrangement actuated by a push and pull knob on the dashboard.

When this knob is pushed in, the free wheel is in operation. To throw it out of action one has to depress the clutch and then pull out the control, which transforms the drive to a fixed gear.

#### Question of Time.

Consequently, if one were coasting down a hill and found that speed was increasing too much and the brakes did not slow up the car sufficiently, the driver would first have to put in a low gear ratio, then throw out the clutch, stoop forward, and finally pull out the free wheel control in order to use the braking power of the engine and a low gear to slow up the car, more or less out of control.

Could this be done in time to avert an accident? It greatly depends on the actual circumstances, speed, length, and character of the descent. Also, whether the free wheel clutch came into fixed gear action on demand.

At present that is the general method adopted on many American cars. I think that the pre-selective gear-box may cost a little more than a free wheel coasting attachment to the propeller shaft or gear-box, but it is infinitely safer under similar conditions in descending a hill free wheeling.

With that device one has only to throw out the clutch and the gear is immediately engaged, as the driver has pre-selected his low gear immediately after he has allowed the car to free wheel ready for an emergency should one occur.

I am sure this system is quicker, as even with a free-wheel attachment the driver has to pause somewhat in making a gear change to effect it quietly and without risk of damaging teeth, besides having to shake the wheel out of action.

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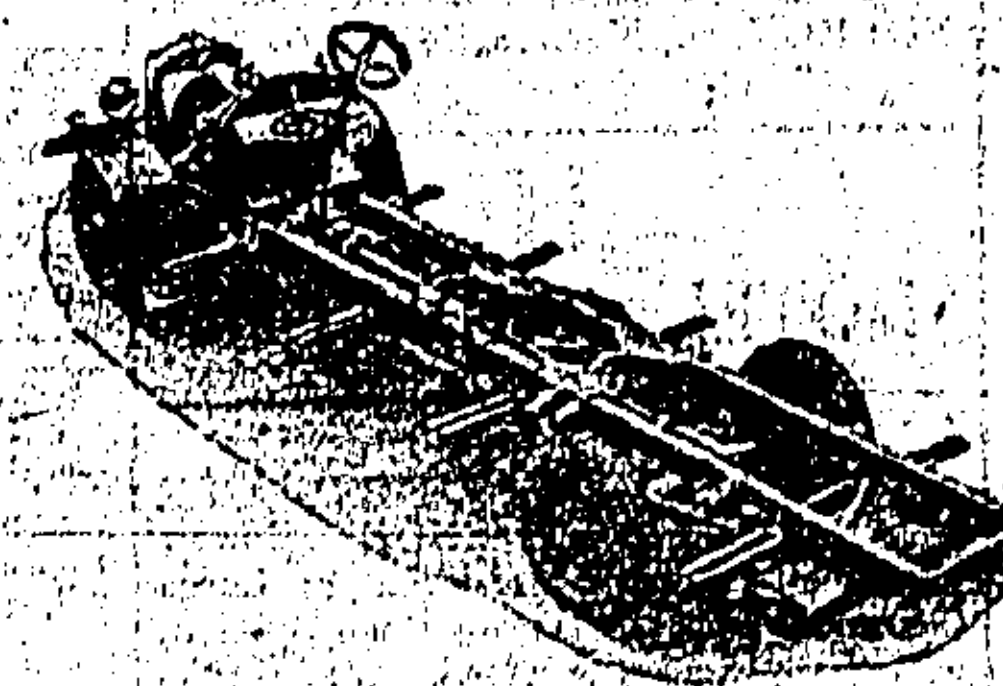
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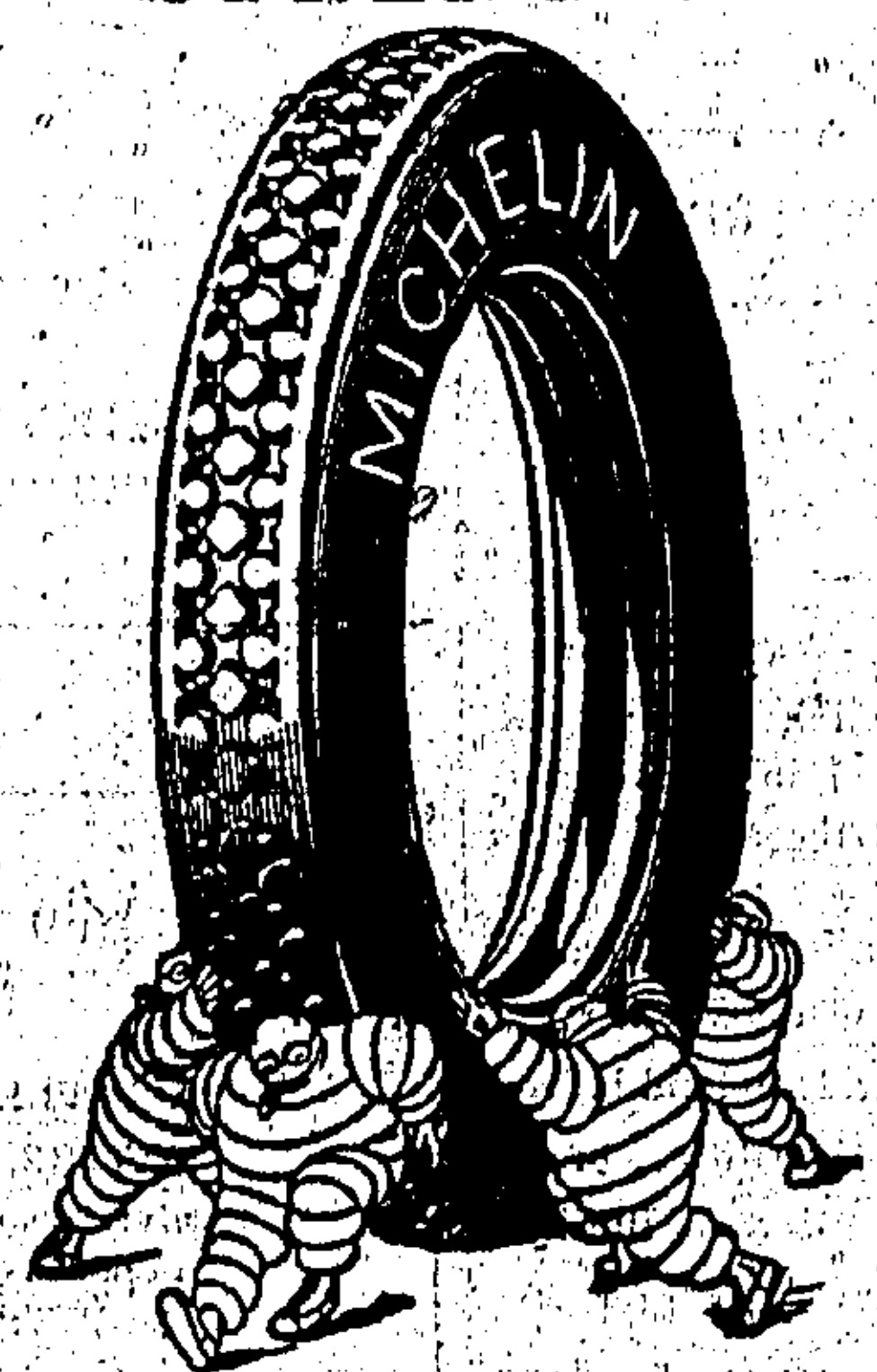
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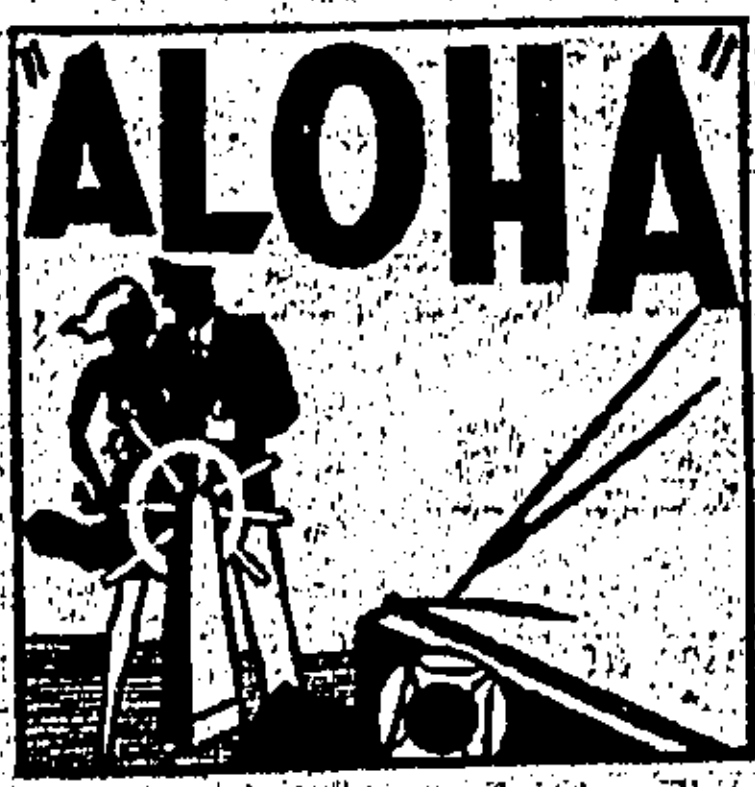
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Commencing TO-MORROW



**BEN LYON—RAQUEL TORRES**  
And All Star Cast

## THE SILVER SCREEN.

## QUEEN'S THEATRE.

## "CIMARRON."

Thirty years of thrills, packed into two hours of breathless entertainment! Such is "Cimarron," Radio Pictures' dramatization of Edna Ferber's epic story of Oklahoma, starring Richard Dix as the colorful Yancey Cravat. The film is showing at the Queen's Theatre, and scored one of the most notable hits of any production in several months. It is one of the most significant productions since the advent of talking pictures.

Smashing, dramatic punches come in rapid order. Yancey leads the great land rush. Slays Lon Yountis. Meets "the Kid" in mortal combat. Champions the Osage Indians. Thwarts his own love, Sabra, to save Dixie Lee and dies that others may live. All in one gripping, awe-inspiring production.

Although there are tremendous spectacles, parades of covered wagons, great hordes of cattle, the town of Osage as it appeared in three separate eras, oil gushers, they have not been allowed to interrupt or detract from the absorbing plot. The thirty-three characters and thousands of pioneers have stepped right from the pages of the Ferber novel.

Dix's portrayal of Yancey undoubtedly is his greatest role and Irene Dunne as Sabra is the dramatic sensation of many seasons.

Estelle Taylor is Dixie Lee personified; Nance O'Neil as Felice Venable scores; Buster Collier gives a wonderful performance as "The Kid"; Roscoe Ates is a better Jesse Ricey than the original, while George E. Stone as Sol Levy is exceptional. Lon Yountis, the evil one, and Robert McWade as Louie Heffner, the undertaker, are at their best. Edna May Oliver, stage star, is marvellous as Mrs. Tracy Wyatt.

## KING'S THEATRE.

## "MR. LEMON OF ORANGE."

El Brendel, famous Swedish dialect comedian, achieves the ambition of a lifetime in "Mr. Lemon of Orange," the Fox comedy now showing at the King's Theatre, in which he is co-starred with Fifi Dorsay.

All comedians sigh for the forbidden fruit of tragedy. El is no exception. Always he has privately and publicly yearned to play a straight part. Now his suppressed desire has been liberated. He accomplishes his long sought object in this production in which he plays a double role.

His "straight part," while not exactly Hamlet, is far from his usual assignments. It is that of "Silent McGee," gangster chieftain, who chews cigars and swallows the juice, and rules the realm of bootleg booze.

Brendel is very much impressed with this role, so much so that in a recent interview he actually turned serious and discussed the gangster problem from a rather sound point of view, all things considered. "Most gangsters I ever saw or heard of were sick men," he said. "Mostly they are the products of slums where they were reared in filth and dirt. With one or two exceptions, you never heard of a man in good health turning to crime as a livelihood. The weakness makes the gunman."

But this unnatural solemnity could not last. Next he was grinning. "I rehearsed this gangster role at home, and practised talking tough and making faces at a mirror. I got so scared of myself a couple of times that I looked under all the beds before I could get to sleep."

Brendel's other role in the picture is the purely comic one of a toy salesman, whose resemblance to McGee creates amusing complications for him.

## "UP THE RIVER."

When Maurine Watkins created the part of "Dannemora Dan" in her original story for "Up the River," Fox Movietone picture, she never dreamed that the player who was to play the role would be so well qualified for it. Besides being a burglar of exceptional skill, "Dan" is supposed to be a first-class catcher on the penitentiary baseball team.

Warren Hymer, who portrays the character "Dan," received his baseball education at Yale University. In the more hazardous art of burglary he served his apprenticeship in the Fox Movietone drama "Born Reckless," in which he played the part of "Big Shot."

"Up the River," which opens to-morrow at the King's Theatre, is a hilarious Fox Movietone comedy, depicting high life behind high walls. Spencer Tracy teams with Hymer to furnish much of the comedy in their roles of two hard-boiled birds who sprout wings and become emissaries of Dan Cupid in the romance between young Clara Luce and Humphrey Bogart interpret the young lovers in the large cast, which includes William Collier, Sr., Joan "Cherie" Lawrence, George MacFarlane, Sharon Lynn, Noel Francis, Goodee Montgomery, Edythe Chapman and dozens of other accomplished trouper.

KING'S THEATRE  
HONGKONG'S FINEST CINEMAFINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.15 and 9.30 P.M.

**EL BRENDDEL  
and  
FIFI DORSAY**

ON-THES-SPOT News  
EL BRENDDEL is in town.

So is FIFI DORSAY.

FIFI dances at "The Golden Slipper," where a gang of crooks hang out.

Thinks BRENDDEL is the Big Shot of GANGLAND

Sings My Racket Is You

When BRENDDEL gazes into them eyes, he loses those balance!

For hilarious and exciting details see

**Mr. Lemon  
of Orange**

## CENTRAL THEATRE.

## "RESURRECTION."

Nearing the completion of its engagement at the Central Theatre, "Resurrection" is drawing capacity audiences daily. The Tolstoy epic of prince and peasant which has been published in almost every language is a throbbing, emotional narrative splendidly portrayed by John Boles and Lupe Velez in the principal roles.

Boles has never given a finer screen performance in the role of Prince Dimitri. His golden voice is also given broad expression in several dramatic episodes with the little peasant maid, Katusha Maslova, played exquisitely by Lupe Velez.

Critics have agreed that in "Resurrection," this fiery Latin star demonstrates a rare understanding of deep drama for the first time in a great dramatic actress.

The story has been faithfully produced and nothing has been spared that could add to its magnificence and realism. Director Carewe has fulfilled his promise to preserve the spirit of Tolstoy's work to the final chapter which keeps the audience in suspense until the last 70 feet of the film.

Nance O'Neil, William Keighley, Rose Tapley, and others of the supporting cast offer fine performances. "Resurrection" is a truly great picture and bids fair to take its place among the superior screen plays of the decade. To-day, is the last day of its engagement in this Colony.

## "ALOHA."

If the picture business were a college institute instead of an entertainment studio, the degree B.O.D.,

which means Box-Office Director, would most assuredly be legitimized in the case of Mr. Rogell. And this title, given to him by many executives in the motion picture industry, is justly deserved. Not because he has directed hundreds of interesting motion pictures, but because he knows the fundamentals of directing. The same technique that he applied to a picture in the silent days he has applied to the newer talking picture era.

Albert Rogell now heads the Rogell Productions, Ltd., a company formed for the purpose of concentrating upon the producing of action moving talking pictures, and they offer as their first production, "Aloha," which is the attraction to-morrow at the Central Theatre.

"Aloha" justifies the confidence placed in Rogell by his associates. The first of a series of four pictures for Tiffany release. "Aloha," contains the basic technique necessary to perfect screen entertainment. The cast, alone, speaks volumes for the production. Headed by Ben Lyon and Raquel Torres, it also includes Robert Edeson, Alan Hale, Thelma Todd, Marian Douglas, Otis Harlan, T. Roy Barnes, Robert Ellis, Donald Reed, Dickie Moore, Marcia Harris, Addie McPhail, Phyllis Crane, Al St. John and Lita Roy. The story is concerned with the adventures in society of a half-caste girl who is transplanted from her tropical island to San Francisco by her husband. It is a romance with highlights of happiness and sorrow, comedy and tragedy. The action almost entirely takes place in San Francisco and aboard a palatial yacht. The women in the cast are beautifully gowned by Corinne, Inc. of New York.

## PRINCE'S THEATRE

## SHOWING TO-DAY

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Hollywood, and you can  
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plenty to see

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## UP THE RIVER



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and  
Claire Luce**  
**WARREN HYMER**  
BOOKING AT THE  
THEATRE. TEL. 25313.

THE CONTRARY  
ENGLISH.MR. H. A. L. FISHER'S  
PICTURE.

## NOT PHILISTINES.

Mr. H. A. L. Fisher, Warden of New College, Oxford, speaking at a luncheon at the final session of the City of London Vacation Course described certain English characteristics and English institutions.

"I trust that our foreign visitors," Mr. Fisher said, "have taken the opportunity of acquainting themselves with English men and English women during their stay in this country, for we are not without interest."

"We have a knack of allowing ourselves to be governed by other people, and at the moment we have a Highlander as our Prime Minister."

Then we practise a game—the game of cricket—which is entirely mysterious to Celtic, Latin, and Slavic. It is a game of great intricacy and many surprises, a game of great delicacy, which has inspired some noble passages of English prose. It is pursued with enthusiasm by Polynesians, and practised with great virtuosity by some of the Indian princes.

"We have a Church—the Church of England—which is Protestant in its constitution, Calvinistic in its doctrines, and Roman in its ritual."

"Our Public Schools are in reality private schools. We have an affectionate veneration for a Peer, but we take good care to tax him heavily and prevent him exercising any power."

"We set out to be a practical nation, but in truth our great distinction lies in the fields of lyrical poetry and of landscape painting. We are often very careless about our artistic life, and we have given the world the impression that of all the Powers we are the most Philistine. That I believe to be a profound error. While extremely radical in politics, we are extremely conservative in society."

## A New World.

Lord Gorell, earlier in the day, had delivered the last lecture of the course. Referring to the complete changes in the mode of human life which had come about in recent years, Lord Gorell said: "It is a new world we are living in, which has entered upon the very biggest, most complete and most rapid of all changes that has ever swept over mankind."

"The first effect of this great change with which we are faced to-day is the restlessness of everyone. How often does one hear people say, 'Oh, let's go and see off somewhere.' My conviction is that this new world is exactly 13 years old, and you cannot expect a boy of 13 to be quiet and to be troubled much about duty. He will begin to settle down as he reaches manhood."

"We have noise everywhere to-day. People like it. I know of one distinguished young author who can only write well when the wireless and gramophone are turned on at the same time in the room."

TO-DAY'S WIRELESS  
PROGRAMME.BROADCAST BY Z.B.W. ON  
355 METRES.

11 to 11.30 a.m.—Stock quotations.  
11.30 a.m.—Chinese programme.  
12.30 p.m.—European programme.  
1 p.m.—Local time and weather report.

1.30 p.m.—Rugby Press news, mail notice, etc.  
Relay of speech from Rotary Clubiffin.

2 p.m.—Close down.  
6 to 8 p.m.—European programme of Victor and H.M.V. records supplied by Messrs. S. Moutrie & Co.

6 to 6.30 p.m.—  
Orchestral.

"An American in Paris" (George Gershwin).—Victor Symphony Orchestra with George Gershwin.—33833/33804.  
"Ballet Egyptian Suite" (Luigini).—New Light Symphony Orch.—01235/01234.

7 p.m.—Stock quotations, mail notice, etc.  
8.30 to 9.20 p.m.—

## Variety.

Song—"Always in All Ways."  
Song—"Beyond the Blue Horizon."—Jennette MacDonald (Soprano).—22514.

Organ Solo—"Jennette I Dream of Lilac Time."  
Organ Solo—"King for a Day."—Jesse Crawford.—21661.

Song—"When Twilight Comes, I'm Thinking of You."  
Song—"Calling Me Back to You."—John McCormack (Tenor).—1187.

Hawaiian Orchestra—"Maria, Maria."

Hawaiian Orchestra—"Girl of My Dreams."—Walter Kolo. moku Honoluluans.—21293.

Humorous Song—"Like the Big Poria Do."

Humorous Song—"I Think of What You Used to Think of Me."—Gracie Fields.—B2923.  
Organ Solo—"Sylvan Scenes."—H. Vincent Collier.

Organ Solo—"Now I'm in Love."—Reginald Foot.—B3361.

7.20 to 8 p.m.—"Quintette in F Minor" (Brahms Op. 34).—

Played by Harold Bauer and the Flonzaley Quartette (Piano, 2 Violins, Viola and Cello).—M-10.

1st Movement—"Allegro non troppo."

2nd Movement—"Andante, un poco Adagio."

3rd Movement—"Scherzo" (Allegro).

4th Movement—"Finale."

8 p.m.—Local time and weather report.

8.00 to 11.30 p.m.—Ko Shing Theatre relay.

10.30 p.m. (approx.)—Rugby mid-day Press news.

11.30 p.m.—Close down.

## "THREE WOMEN IN A BOAT."

## A BOATWOMAN FINED.

Sitting at the Marine Court yesterday, Comdr. Newell imposed a fine of \$50 on a boat-mistress for using her sampan within the harbour limits to convey women for the purposes of prostitution. In addition the defendant, who had a previous conviction for the same offence, was warned that if she came up again her licence would be cancelled.

The defendant's story was that the women got into the boat and asked to be taken ashore when she was called alongside a Jardine boat. Against this, Sergeant Roberts stated that a seaman on board the s.s. Taiping hailed the defendant's sampan. When witness got alongside he found the three women on board, one of whom wore no clothing.

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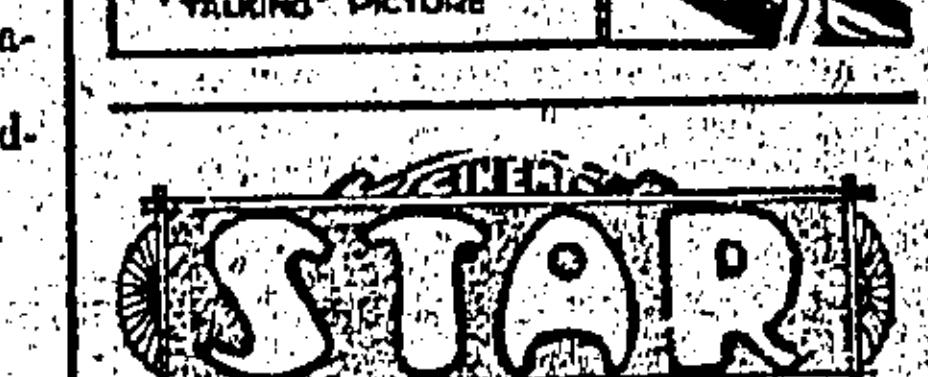
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TO-DAY & TO-MORROW  
At 2.30, 5.20, 7.20 & 9.20.



**RAMON  
NOVARRO  
DEVIL-MAY-CARE**



**RAMON  
NOVARRO  
DEVIL-MAY-CARE**

**RAMON  
NOVARRO  
DEVIL-MAY-CARE**

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NOVARRO  
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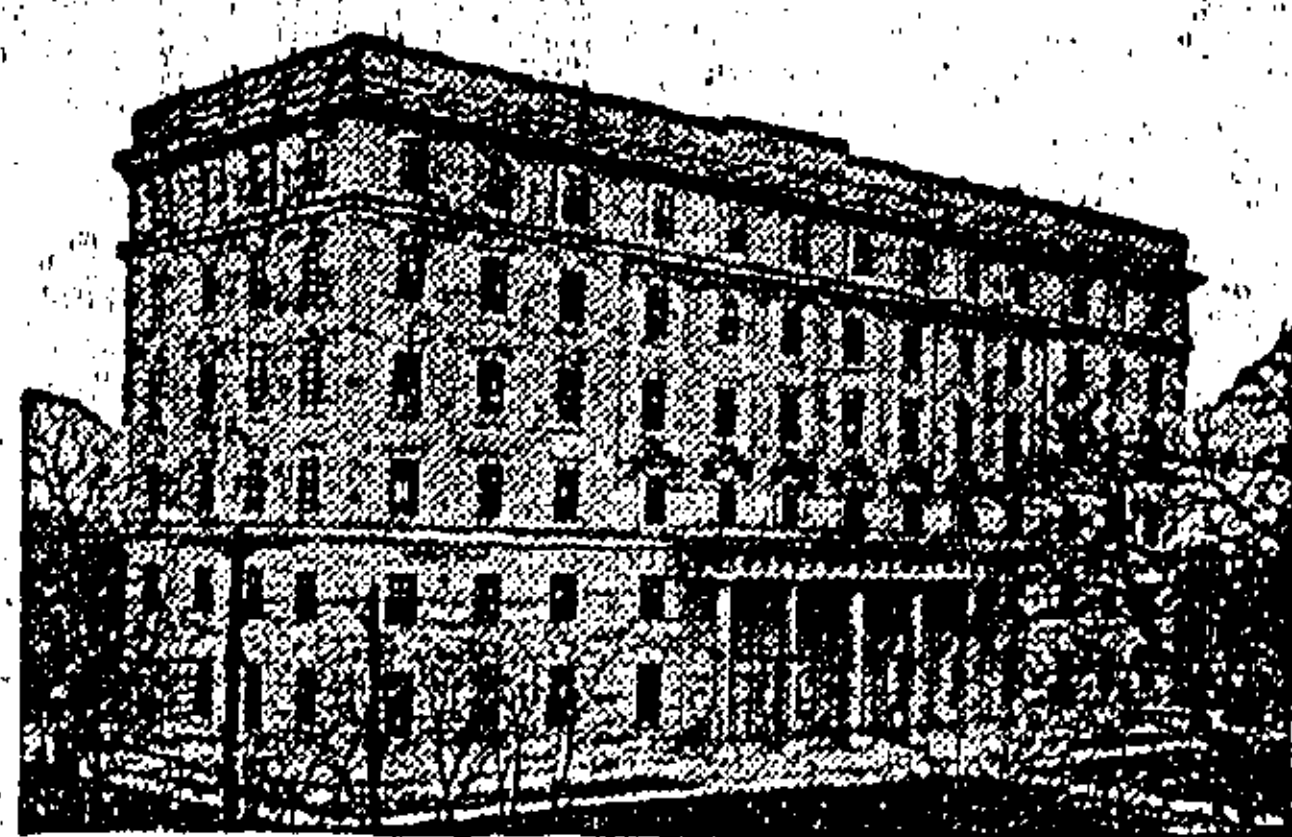
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## MUSICAL NOTES.

Visitors who "Wish to Give a Recital"—The Only Possible Advice to Give Them—Danger of An Empty Hall—Youra Guller's Experience.

[By ALLEGRO.]

Sometimes I find a stranger waiting to see me in my office. In all probability he is a foreign-looking gentleman, wearing longish hair, a hunted expression and a suit of clothes that has obviously seen better days. He greets me with a low sweeping bow, regards me rather beseechingly, and tenders me a card, on which is printed something like the following:

VLADIMIR MILCOVITCH, Violinist, Medallist of the Conservatoire of Music, Omsk.

or

ANTONIO PUNCHINELLO, Professor of Piano at Verona University. On World Tour.

He is passing through Hong Kong and would like to give a concert. Perhaps he is a cellist from Mukden, or a piccolo player from Budapest who has with him a dancing girl and wants to give a piccolo recital, interspersed with dancing items and performing dogs.

In each case, they have been recommended to come to me by someone under the impression that I am a kind of impresario or a philanthropist with a weakness for musicians in distress. In each case they expect to give a recital at about three days notice, looking to me to recommend the Hall, fix up the advertisements and sell the tickets.

### Doomed to Disappointment.

I often wish that the people (I hesitate to call them friends) who foist these unfortunate individuals on to me would have the courage to tell them the unpalatable truth themselves, namely that they are doomed to disappointment, and far from standing to make a little money they would probably be badly out of pocket over the venture. Usually they refuse to believe it. Have they not played to crowded houses in Japan or Java? Why should Hong Kong not wish to hear them? The answer is invariably the same, and the more ready the musician, the more emphatic must be the advice to pass speedily on to the next port. For the fact of the matter is that, in the first place, everyone gets booked up so far ahead in this Colony that it is essential to give at least ten days or a fortnight's notice of a concert. Secondly, very few people are going to take any notice of an obscure advertisement or even a placard to the effect that some pianist, singer or cymbalist, of whom they have never heard, is going to give a recital at the Theatre Royal or St. Andrews Hall.

Even the artists brought to the East by Mr. Strak—sufficiently guaranteed by the Musical Society as being first class—very seldom draw full houses. In almost every case these unknown musicians would fail to cover their initial outlay. And so, with apologies for the dearth of musical appreciation in this place, we usher the Vladimir and the Antonios to the door, with the suggestion that they try the Broadcasting Studio, further up the street.

### Even the Ladies.

Sometimes, this application of a cold water douche to their financial hopes and musical aspirations is rather a nerve-racking business. For it may happen that the itinerant pianist, or violinist, is not a musician, with trailing bow and baggy trousers, but some charming vision with blonde hair, a sleeveless frock and two wonderful bright eyes which look even more appealing than the man's. In her case, a long white arm will be extended, in place of the formal bow, and I shall read on her card:

Mlle. SUZETTE LACHAMP, Pianiste, Grand Prix du Conservatoire d'Armentieres.

"I wish to give a recital. You've a big hall here, no?" Ah, Mademoiselle, if only you could spare a few hundred copies of your photograph. I should not like such a dear girl to lose money. Perhaps if she could spare a moment to take a cup of tea, I might give her a letter of introduction to the conductor of the Shanghai Municipal Orchestra.

### What is Their Standard?

Musicians of really first-class reputation naturally put themselves in the hands of an agent whenever they give a concert, and the type of performer who descends upon the Colony without warning, song albums or violin case in hand, expecting us to take him at his face value, cannot be accepted by the public with any degree of confidence. If asked for his newspaper critiques of recitals in Europe, he will say that he has not brought with him Ernest Newman's eulogy of his Queen's Hall concert, nor the *Figaro's* account of his success at the Salle Pleyel, but that he has more recent ones, notably from the *Suez Times* and the *Bangkok Sentinel*, which relate that he charmed his audience with his brilliant rendition of a bracket of beautiful offerings. Pressed for further details, he will produce a tattered copy of the *Harbin Churchwoman*, which describes him as a "second Paderewski."

### Youra Guller's Credentials.

I have only known a few instances where such visiting artists have been of such calibre that they could fill a hall on their own merit in an important music centre, such as London or New York. One of them was Michael Piastro, who has since made a name for himself in America, and another was Youra Guller, who had already attained to very high rank in the European capitals, though I must confess that, being out of touch with musical affairs at home, the name sounded to me more like that of a racehorse than a concert pianist.

I first learned of her arrival through a note sent to me by a friend: "There is a charming young lady here who is looking for you. Her name is Youra Guller, and she wants to give a piano recital." Of course, they all do. I was just praying that she might not find me, when her press notices caught my eye, and it was obvious at once that she was a very great artist. She had played in all the European capitals, and with the best orchestras; the comments of the leading newspapers were very eulogistic; and she had had the honour of being one of the pianists chosen by the Pianoforte Society for their London concerts, in company with such as Cortot, Rubenstein and Dohnanyi. Obviously she deserved to get a full house in Hong Kong; but if Moiseiwitsch could not fill even half the seats, what chance had Youra Guller, whose name conveyed nothing to the public?

### A Difficult Interview.

Having ascertained that the lady had made a very great impression on my friend, I began to hope she would find my office; and in the end I set out in search of her, at length tracking her down in the hotel, where she was laid up with a sprained ankle.

She informed me that she was willing to give a recital here on her usual guarantee of G. \$200 (about 800 H.K.). When I pointed out that this might mean the guarantors would have to pay perhaps 850 for their tickets, she was naturally surprised. She had played to crowded houses everywhere (on the last occasion in Manila), and could not believe that, at best, only a quarter of the Theatre seats would be filled. The application of the cold douche in this instance was more nerve-racking than usual, and only partly effective. Confident of her ability to hold an audience and rouse them to a pitch of enthusiasm, she must have regarded me as the most pessimistic old snuffer it had ever been her lot to meet.

In the end, seeing that she would be staying in the Colony for some weeks and that local music-lovers really ought to hear her, the Hong Kong Musical Society decided to organise her concert and assured her that she would not be out of pocket if she gave it in the Helena May Institute, where the overhead expenses would be very small indeed.

### The Publicity Campaign.

Thus it came about that the Society, which everyone knows is too jealous of its good name to back a "dud turn," gave her its support and embarked on a publicity campaign more intense than any ever waged locally, except those of the dog days and the good old V.C.L.

In addition to newspaper advertisements, letters appeared, telling the public exactly how high a rank she had attained in Europe. Extracts from her criticisms were quoted.

Posters were exhibited in stations, ferries, roads, shop-windows, hotels, yes, even in quires and places where they sing.

Two hundred postcards of exhortation and commendation were posted to people known or supposed to be interested in music.

Folder-cards were printed and placed for many days on the tables at some of the hotels, so prominently that diners thought "Youra Guller" was the principal "Dish of the Day."

Her photograph was exhibited in the music-shops, hotels and the Helena May Institute, and even in my own drawing-room. And it was not a bad photograph, either.

Various enthusiasts telephoned to their friends urging them not to miss this unique event. Furthermore, the tickets were priced 84 and 83, as against 85 charged by other visiting artists.

One could hardly do more to ensure its success.

### The Result.

What was the result? The seating accommodation was two hundred. Guess how many turned up! A hundred and seventy! Wrong. A hundred and thirty! Wrong. A hundred? Wrong. Sixty-five tickets only were sold mostly at 83! Surely if justification were needed for my usual attitude towards poor, benighted itinerant musicians, it is to be found in the pitiful result of this campaign.

Youra Guller, who played superbly and gave one of the biggest musical treats we have had in this Colony, was naturally disappointed, but was inclined to put the blame for the poor attendance on to the hour of the recital: 5.15. If, said she, a second one were to be given at 9.15, she was confident of getting a full house, especially in view of the enthusiasm shown by those who had heard her the first time.

In spite of attempts to tone down her optimism, she announced her intention of giving another concert a fortnight later, and as the same forces of publicity came into play, a great drive was made to ensure success, the second time. The result was that ninety-six people attended, leaving more than half the seats empty. Her disappointment on this occasion was intense. Never before had she consented to such a low charge for admission: never before had she had such a poor audience at a second concert when once her fame had gone abroad. The temptation to say "I told you so!" was very great.

### Their One Chance.

The failure of this intense campaign to secure good houses for a first-class pianist was enough to make anyone despondent. It has confirmed me in my determination to be painfully blunt when next a Vladimir or a Suzette comes to enlist my help. They may get a small engagement at the Broadcasting Studio, or a fee to play or sing while people chatter and guzzle their dinner at one of the hotels. But they will be well-advised not to incur the expense of hiring a hall when it is so evident that very few people would take the trouble to come and hear them.

Their one chance of avoiding rows of empty seats would be to put on a Hawaiian dancer between the musical items, offer a free ticket in the Shanghai Champions to each person who entered the hall, make a maximum admission charge of 50 cents, and supply free tea and buns to the audience. It would involve a certain amount of capital expenditure, but in their old age they could look back and boast that they had had the unique distinction of playing to a full house in Hong Kong!

## Thrift

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FAREWELL TO REV.  
J. C. KNIGHT ANSTAY.PRESENTATIONS AT  
SAILORS' & SOLDIERS'  
HOME.

At the Sailors' and Soldiers' Home in Wanchai, last night, a large and distinguished gathering assembled to bid farewell to the Rev. and Mrs. J. C. Knight Anstay and to unveil a dedication plate to them in a room of the Home which has just been converted into a well-furnished lounge, likely to be a great additional attraction of the institution.

Mr. M. F. Koy, a member of the Committee of the Home, presided, and those present included the General Officer Commanding the Troops (Major-General J. W. Sandilands), Commodore A. H. Walker, the Hon. Mr. W. T. Southern, the Hon. Dr. R. H. Kotewall, local clergy and ministers, several officers of the Navy and Army and members of the public interested in the work of the Sailors' and Soldiers' Home.

The proceedings began with a programme of music to which songs were contributed by Mrs. F. C. Randall, Mr. Li Cher Chi and Mr. W. H. Bailey.

The Chairman, on behalf of the Committee, thanked the guests for showing by their attendance their interest in the Home and their appreciation of the work which has been done there by Mr. and Mrs. Knight Anstay.

Mr. Southern said:—Ladies and Gentlemen,—You have before you the prospect of no less than six addresses, and though the subject is one on which we could all speak at length we have been warned to be brief, no doubt as much to spare the blushes of Mr. and Mrs. Knight Anstay as out of consideration for the audience.

I shall therefore leave ample scope for those who follow me to speak of matters more within their knowledge than mine, and will endeavour to set an example in brevity.

Occasions of this kind when we meet to do honour to departing friends are always a source of mingled pleasure and sorrow, especially when those who are going away will leave a gap as large as that which will be left by Mr. and Mrs. Knight Anstay.

It was therefore with mingled feelings that I received the Committee's invitation to unveil a tablet which will commemorate the debt owed by this Home to Mr. and Mrs. Knight Anstay. I had the honour in November, 1927, to lay one of the foundation stones of this handsome new building. I ventured to prophesy on that occasion that in the new home then in course of erection the old tradition of "service for service men" would be carried on in better and brighter surroundings. To see how true that prophesy was you need only look around you. I have watched the growth and progress of the Home with a personal interest. The Home has more than justified our expectations and already there is need for extension; if only the necessary funds could be found. The reports which have been issued from time to time have told us how much this Home has been appreciated by Service men. Time after time it has been filled to overflowing with those to whom a night ashore is a real luxury—and to none is this success due more than to Mr. and Mrs. Knight Anstay, who have been its inspiration and its guiding spirit. It is therefore very fitting that we should have in the Home a permanent memorial of their service. And what more fitting memorial could there be than a new lounge specially equipped for service men? It is just the kind of memorial Mr. and Mrs. Knight Anstay will appreciate. It typifies the service to which they have devoted so much of their lives, and I regard it as a special compliment that I should have been asked to unveil this tablet which records the dedication of the lounge to Mr. and Mrs. Knight Anstay as permanent memorial of their work.

Mr. and Mrs. Knight Anstay are about to leave for home after completing by the establishment of this Home the special work for which they came to Hong Kong. But they have not restricted themselves to this one sphere of work. Mr. and

NETHERLANDS MINISTER  
TO CHINA.PASSING THROUGH HONG  
KONG.

The newly appointed Minister for the Netherlands to China, Mr. W. J. R. Thorbecke, and Mrs. Thorbecke are due to arrive in the Colony to-day on board the new J.C.J.L. steamer Tjisadane, on their way to the North. They are travelling in the company of General J. C. Pabst, the Netherlands Minister to Japan, who is returning from home-leave.

Mr. Thorbecke is succeeding Sir William Oudendijk, late Netherlands Minister at Peking and Dean of the Diplomatic Body, who retired some months ago.

Mrs. Knight Anstay have taken a very full share in all that makes for the moral and social well-being of Hong Kong and have made the less fortunate classes of our population their special care. They will be greatly missed in Hong Kong, and while we should like to wish them many years of rest after their labours (we know them too well to think that rest is a thing they would really enjoy. They will be up and doing the moment they reach home. Their rich experience of the East both in India and Hong Kong and their special knowledge of the needs of Service men will be put to full use, and we can find some compensation for our loss in the knowledge that we shall have two doughty and experienced champions at home whose support will always be at our disposal in any worthy cause. We wish them many years of future happiness and success.

The Rev. N. V. Hulvund paid a tribute to Mr. Knight Anstay's influence and work in Hong Kong as the Church of England had come to know it in contact established in connection with the Bishop of Victoria's efforts to promote Church union.

The Hon. Mr. R. H. Kotewall spoke on behalf of the League of Nations Union, over the Committee of which Mr. Anstay has presided, and said, also, how much he had been impressed by Mr. Anstay's sterling qualities of mind and character, and by the way Mrs. Anstay had exercised a quiet and abiding influence.

The Rev. Frank Short spoke for the Free Churches and said that in the work he had accomplished for service men in the Wesleyan Home Mr. Knight Anstay had placed all the other Free Churches in the Colony under a very heavy debt.

Mr. W. H. Smith, the Manager of the Home, acknowledged the cordial and kindly relations which had always been maintained between Mr. Knight Anstay and the staff, and also mentioned the special work of Mrs. Knight Anstay which had enabled them to render many a service man inestimable help in time of trouble and advice in the solution of difficulties.

Mr. Gelling spoke on behalf of the Wesleyan Church at Wanchai, and associated himself with the speakers who had testified so eloquently to Mr. and Mrs. Anstay's services to the institution. He said that faced with adverse conditions Mr. and Mrs. Anstay had carried on for five years a continuous and laborious uphill fight, but thanks to the Chaplain's guiding influence and Mrs. Anstay's kindly endeavours the Church had made progress. When they arrived the Church was burdened with a heavy debt, which had been wiped off.

The assembly then proceeded to the new lounge where Mr. Southern unveiled a dedication plate inscribed as follows:—

To the  
Rev. and Mrs. J. C. Knight Anstay  
as a token of appreciation of  
their service for and interest  
in the welfare of Service Men.  
This Lounge  
is  
Gratefully Dedicated  
October, 1931.

After refreshments had been served, Mr. Cane Chan, on behalf of the Chinese staff of the Home, presented Mr. and Mrs. Knight Anstay with a handsome carving in ivory of nine elephants, mounted on a blackwood stand; and Mrs. S. Hamer, on behalf of the Wesleyan Church, Wanchai, presented them with a piece of handsome silver-workmanship.

Mrs. Knight Anstay having replied, Mr. Knight Anstay also spoke in acknowledgment of the gifts and of the speeches which had been made. He expressed appreciation of the support which the Government had at all times given to the Home and expressed the hope that the civilian population would continue, and even extend, its interest in the welfare of service men. Acknowledgment was also made of the work of the Committee which it has had in hand and for the furnishing of the new lounge.

## LOCAL PROBATES.

EUROPEAN ESTATES  
ADMITTED.

## MR. P. W. BLACKWELL'S WILL.

Estate in Hong Kong worth \$283,500 and elsewhere amounting \$20,773 2s. 7d., was left by Mr. Charles Lewis May, late of "Corfe House," Arnisdon Road, East Molesey, Surrey, England, who died at that address on December 20, 1930.

Re-sealing of certified copy of probate of the will has been granted to Mr. D. J. Gilmore, of the Chartered Bank of India, Australia and China, who is the attorney for the executors, the Westminster Bank, Ltd., and testator's son, Edmund Leslie May.

Requests are made in favour of testator's two sons. The freehold house and ground in East Molesey, known as "Corfe House," are left to Edmund Leslie May. The other son, Norman Blake McEwen May, is bequeathed the freehold house and grounds known as "Toft Monks."

## Estate of Mrs. Mackenzie.

Mrs. Jane Bethune Mackenzie, widow, late of Darabury, Malvern, Worcestershire, who died on February 27, 1930, left Hong Kong estate valued at \$161,500 and gross estate elsewhere amounting to \$17,350 3s. 3d.

Re-sealing of exemplification of probate of the will has been granted to Mr. M. H. Turner, of Messrs. Deacons, as attorney for the executors, Mr. Selwyn Thomas Watson, and Mrs. Edwin Thomas Watson.

The will contains bequests to members of the family.

## Mr. P. W. Blackwell's Estate.

Local estate worth \$21,300 was left by Mr. Philip William Blackwell, late of 295, The Peak, Hong Kong, and formerly of Hankow, who was killed in an aeroplane crash at Klotzsche, near Dresden, Germany, on October 6, 1930.

Re-sealing of certified copy of the will has been granted to Mr. G. G. N. Tinsan, of Messrs. Johnson, Stokes & Master, as attorney for testator's widow, now Mrs. Scott Bell, sole executrix, to whom everything is bequeathed.

DUCKS DRENCHED IN  
WINE!BOATWOMAN FINED AT KOW-  
LOON MAGISTRACY.

Before Mr. J. A. Fraser yesterday, Li Koi (44) mistress of a junk, was charged with having in her possession 16 gallons of Chinese spirit and 2½ lbs. of Chinese tobacco on which duty had not been paid.

Revenue Officer Humphreys prosecuted while Mr. Leo d'Almada, M.P., appeared for the defence.

The Revenue Officer told the Court that he was on duty in a revenue department launch on September 1, in the vicinity of Green Island, when he noticed the junk about 100 yards away. As he was approaching the junk one of his *jakis* told him that the people on the small craft were throwing something overboard. When he got to the junk he found a crate of ducks which were drenched in wine.

After evidence had been taken, followed by some discussion, the Magistrate registered a conviction and imposed fines of \$300 or two months on the first charge and \$30 or one month on the second, the sentences to run concurrently and in the event of the fines not being paid, sentences to date from September 2.

HONG KONG POLICE  
RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, M.C., I.C.P.]

## Aquatic Sports.

Members of the Police Reserve are reminded that the 10th Annual Aquatic Sports of the Police and Prison Departments will be held at the V.R.C. on Saturday, September 19, commencing at 2.30 p.m. All Police Reservists and their families are cordially invited to attend.

## Training Course.

The weekly classes for Police Reservists at the Chinese Company's Headquarters, 17, Queen's Road Central, will be held as usual to-day, at 5.30 p.m. All members of the Chinese and of the Flying Squad who have not passed Part II. of Training Course should attend.

## Indian Company.

Training Course—Part II.—The weekly classes for members of the Indian Company who have not passed Part II. of Training Course will be held at the Chinese Company's Headquarters, at 17, Queen's Road Central, on Thursday, at 5.30 p.m.

## Sharpshooters' Company.

Riot Drill—Riot Drill will be carried out on Kennedy Road to-morrow, at 3.30 p.m. Members will fall in outside Queen's Pier at 3.30 p.m. sharp, with revolvers, belts, and truncheons. Uniform optional. (Sgd.) D. L. KING, D.S.P. (R.).

HECTIC RIDE OF TWO  
BORDERERS.POLICE PATROLS NEARLY  
RUN DOWN.

Two privates of the South Wales Borderers, whom the police of Kowloon and the New Territories had been endeavouring to arrest for five hours for commandeering a public car, were found asleep on the seats of their purloined vehicle in the early hours of Sunday morning at Castle Peak, an empty petrol tank having brought their escapade to a botched end.

It appears that at eight o'clock on Saturday evening they hired a public car at the Star Ferry and instructed the driver to take them round the New Territories. On their arrival at Shatin at about ten o'clock, they assaulted and threatened the driver, searing him into running away. Left in possession of the car, they proceeded to drive anywhere and everywhere, covering practically every foot of the New Territories roads.

Meanwhile the unfortunate chauffeur had obtained a lift from the European driver of a private car to the nearest police station, where he reported the affair to the authorities.

## Narrow Escape of Police.

A message was circulated to all stations in Kowloon and the New Territories to keep a lookout for the soldiers, and numerous police patrols were placed on the mainland roads.

The car came into contact with these patrols on several occasions, but the soldier driving stepped on the accelerator and several policemen had narrow escapes from being knocked down.

Short of placing an obstruction (if they had the means) across the road, the police were baffled and the soldiers continued their joyride until, apparently, the petrol gave out at Castle Peak. Here they were found, both of them sound asleep, at 1.45 a.m. on Sunday morning.

## In the Police Court.

They were charged at Kowloon yesterday before Mr. Fraser with assaulting the driver, driving the car without the permission of the owner, failing to pay for car hire, and driving without licences.

They gave their names as Albert Price and Robert Booth. Sergeant Clark, who prosecuted, declared that three other charges, including that of refusing to stop when called upon by the police, could have been preferred. He did not know whether they were under the influence of liquor. They seemed sober at 1.45 a.m.

## To Get Out of Army.

Mr. Fraser (to accused): What have you got to say?

Price: Nothing, Sir.

Why did you do it?—I wanted to get away.

From the Army?—Yes.

Sergeant Clark said Price drove the car. He had been fined \$25 recently for a similar offence.

Sentence of two months' hard labour was passed on Price on the first charge, \$100 or a month on the second; \$7.50 or one week on the third, and \$5 on the fourth.

Booth was sentenced to two months' hard labour and a fine of \$7.50. The \$7.50 fine was ordered to be paid to the driver.

## PORTUGUESE WEDDING.

## PINNA-GUTIERREZ.

At the Rosary Church, Kowloon, last Saturday, the marriage took place of Maria Luiza, eldest daughter of Mr. and Mrs. J. J. Gutierrez, and Germano Augusto do Pinna, eldest son of Mr. and Mrs. S. Pinna. The Very Rev. Father G. M. Spada officiated, and music was rendered by Mr. Dick d'Almada (organist) and Messrs. F. Abraham and R. Gutierrez (violinists).

The bride, who was given away by her father, was attended by four bridesmaids, the Misses Solin and Myra. Gutierrez (sisters), Leonor, Xavier, and Christina Jorge. Messrs. G. M. Gutierrez and P. Sequeira were the "best men." A largely attended reception followed at the Club de Recreo, where the Syncope's Dance Orchestra supplied the music.

HONG KONG STOCK  
MARKET.

## YESTERDAY'S TRANSACTIONS.

The market opened yesterday morning with a strong undertone, and a fair amount of business passing.

Unions were the medium of sales at \$557.

Hong Kong Fires were in demand at \$1,450.

Wharves were in demand at \$104, but the rate did not procure shares.

Whampoa Docks were also in demand at \$28.

Providents (old) were in request at \$6.30.

Hotels (old) were wanted at \$10.30, and the new shares changed hands at \$10.40, at which there were buyers at the close.

Lands were disposed of at \$01, at which there were still buyers.

Realities were wanted at \$17, but shares were not forthcoming at this rate.

Ewos, which were in demand at \$15.30, had sellers at \$15.40 at the close, but this did not lead to business.

Trams were in demand at \$22.00, with sellers asking \$22.

Star Ferries were again in demand at \$95.

China Lights, after being done at \$30 and \$30½, were in demand at \$29½ at the close.

Electricity could have been obtained at \$83.

Cements were in request at \$20.10, with sellers asking \$20.

Watsons were the medium of sales at \$17, and at the close were in demand at \$17.10.

Constructions cum rights could have been had at \$14.15, and the rights were in demand at \$2.

## Afternoon Transactions.

In the afternoon the market firm-ed up with an improvement in prices in China Lights, Hotels, Cements and Realities, all of which came in for a strong demand. On the other hand, Lands weakened and were done at \$90½.

Unions were in demand at \$557.

Providents (old) were also in request at \$6.35.

Canton Insurances were put through at \$1,525.

Hotels (old) were in demand at \$17 without bringing out shares.

Lands, which were the medium of sales at \$90½, could have been obtained at \$91, but buyers would not go beyond the first-named rate.

Humphreys (old) were wanted at \$22½.

Ewos, which were done at \$15.35, closed in demand at \$15.40, but sellers were asking \$15.55.

Star Ferries were dealt in at \$95.

China Lights, after being done at \$29½ and \$30, with sellers asking the latter, closed in demand at the first-named quotation.

Electricity could have been obtained at \$82½.

Cements were wanted at \$20.40, but sellers would not accept less than \$20.65.

S.S. KAIPOI STRIKES  
A REEF.SALVAGE OPERATIONS  
PROBABLE.

It is understood that attempts are to be made to salvage the Williamson steamer Kaipoi, which struck a reef south of Sitanki, North Borneo, on September 3, and is unable to get off without assistance.

Another vessel belonging to the same concern, the Kamona, is standing by the Kaipoi, ready to take off her master (Captain J. Baldwin) and crew should danger develop, while we understand that a third Williamson steamer is to leave here for Borneo with salvage gear.

The Kaipoi seems to have been badly damaged. She is a vessel of about 2,000 tons gross, her dimensions being: length 279.2 feet, breadth, 40.1 feet, deep length, 19.1 feet.

Sitanki is a small town in Sibutu Islands, which are situated between Tawi-Tawi Islands and Borneo.

The rumour current in local shipping circles yesterday, that the Henry Keswick was to be dispatched to the assistance of the stranded vessel, has been stated by Messrs. Williamson & Co. to be without foundation.

THE MARK FOR BETTER  
QUALITY

## FELT HATS.

Comfortable, distinctive, faultless in fit and finish, "Glyn's" Hats will give enduring service in wear and retain their shape to the last.

New stocks have been received with the cut edge—to turn down, or with the set brim in shades of Grey, Fawn, Drab, etc.

Sole Agents:

Wm. POWELL, Ltd.

10, Ice House Street.



2287D—I'M YOURS ... Fox Trot  
CB277—PRETTY KITTY KELLY ... WALTZ  
CB263—OH ROSALIND ... Tango Fox Trot  
CB268—GOOD NIGHT SWEETHEART ... WALTZ  
CB266—LAUGHING AT THE RAIN ... Slow Fox Trot  
CB242—LADY OF SPAIN ... One-Step

The Anderson Music Co., Ltd.



## Autumn 1931

New Shipments of Autumn Goods have just been unpacked.

They include every possible want from top to toe, from early morning to late night.

Ladies' Salon,  
Lane, Crawford, Ltd.



## NEW ADVERTISEMENTS

THE EASTERN EXTENSION  
AUSTRALASIA & CHINA  
TELEGRAPH CO.,  
ASSOCIATED WITH IMPERIAL  
AND INTERNATIONAL  
COMMUNICATIONS,  
LIMITED.

DEFERRED LETTER  
TELEGRAMS.

The Public is notified that DLT  
Telegrams are now accepted for  
AUSTRALIA, NEW ZEALAND,  
TASMANIA, BURMAH, KENYA,  
UGANDA, BRITISH NORTH  
BORNEO, SARAWAK and BRU-  
NEI.

S. LACK,  
Manager.

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## NOTICE.

THE Government of TANGAN-  
YIKA is prepared to consider  
Offers for a Tug, 230,000 built This  
Year now lying at Adam Twin  
Screw Reciprocated Engines, 500  
Horse Power, Coal burning, Hull  
and Engines by FARRING AND  
ERIKSSON, Speed 11 Knots. Pull on  
Tow Rope 10 Tons. Latest Merry-  
weather Fire Pump. Length: 109  
Feet, Beam: 28½ Feet, Draft: 11  
Feet.

Accommodation: 8 Europeans, 15  
Asiatics.

Communications should be  
addressed to the

COLONIAL SECRETARY'S  
OFFICE.

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THE HONG KONG JOCKEY  
CLUB.

DRAFT PROGRAMMES and  
ENTRY FORMS for the  
EIGHTH EXTRA RACE MEETING,  
to be held on SATURDAY, 26th SEP-  
TEMBER, 1931 (Weather Permitting),  
may be obtained at the Race Course,  
HONG KONG CLUB, CAUSEWAY BAY  
STABLES and the Secretary's Office.  
ENTRIES CLOSE at 12 O'clock  
NOON, on THURSDAY, 17th SEP-  
TEMBER, 1931. [177]

## THE MACAO JOCKEY CLUB.

DRAFT PROGRAMMES and  
ENTRY FORMS for the  
FIRST EXTRA RACE MEETING,  
to be held at MACAO, on SUNDAY,  
4th OCTOBER, 1931 (Weather Per-  
mitting), may be obtained at the Sports  
Club, the Horse Race Jockey Club  
Stables, or at the Office of Messrs.  
PAROT SMITH, 87th & FLEMING, 6, Des  
Vaux Road Central, on TUESDAY,  
15th SEPTEMBER.  
ENTRIES CLOSE at 12 O'clock NOON  
on THURSDAY, 24th SEPTEMBER,  
1931. [177]

## NOTICE.

A. S. WATSON & CO., LIMITED.

THE Undermentioned Certificate  
for 50 Shares in this Company,  
registered in the Name of KWOK  
SIN HING, has been declared LOST.  
If at the expiration of One Month  
from the Date hereof the following  
Share Certificate be not produced to  
the Company, namely, Certificate for  
50 Shares No. 20,191 to 20,240, A  
NEW CERTIFICATE for the said  
shares will be issued by the Company  
and thereafter NO OTHER will be  
recognised.

A. S. WATSON & CO., LTD.

Hong Kong, 3rd Sept., 1931. [147]

HUMPHREYS ESTATE &  
FINANCE CO., LTD.

## NOTICE.

THE Undermentioned Certificate for  
100 Old Shares in this Company  
registered in the Name of Mrs. E. S.  
ANDREWS has been LOST or DES-  
TROYED, and should this Certificate  
not be produced to the Company before  
the 30th SEPTEMBER, 1931, New  
Certificates for the said shares will be  
issued and the Old Certificate No. 5161  
will thereafter be treated by this  
Company as NULL & VOID.  
Certificate No. 5161 dated 7th  
SEPTEMBER, 1904, for 100 Shares Nos.  
78801/78900.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hong Kong, 24th Aug., 1931. [1090]

CREDIT FONCIER D'EXTREME  
ORIENT.

MORTGAGE BANK AND ESTATE  
AGENTS.

"PEAK MANIONS"

Six-roomed & Five-roomed Apartments

PRINCE EDWARD ROAD,  
KOWLOON.

Detached and Semi-detached Villas  
Modern Construction with Garage.

"CAMBAY BUILDINGS"

With Modern Conveniences

## ELIZABETH ARDEN

## SAYS:—

"Don't mistake the  
"cultivation of loveliness  
"for make-up. They are  
"miles apart! It is wisdom  
"of course to make subtle  
"use of fine toilet  
"accessories to enhance  
"and accent the features  
"and the natural colouring.  
"But it is tragic to try to  
"hide blemishes with  
"cosmetics for each year  
"you will grow more and  
"more dependent on these  
"artificial means of  
"concealing the ravages of  
"your unwisdom."

"Learn to care for your  
"skin scientifically to keep  
"it young and naturally  
"lovely. Quickened the  
"circulation that carries  
"off poisons and brings  
"fresh colour to the  
"cheeks. Nourish the  
"tissues to keep them firm  
"and round. Drive away  
"all signs of age by holding  
"the keen contour and the  
"radiant sparkle of youth."

We have the following  
Elizabeth Arden Venetian  
Preparations in stock.

Venetian Velva Cream  
"Anti-Wrinkle Cream  
"Special Astringent  
"Muscle Oil  
"Cleansing Cream  
"Cream for Hands

A. S. WATSON  
& CO., LTD.

HONGKONG DISPENSARY.

For reliable information about  
the whole of the Far East  
use the

## DIRECTORY &amp; CHRONICLE

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SETTLEMENTS, MALAY  
STATES, NETHERLANDS  
INDIA, BORNEO, THE  
PHILIPPINES, Etc.

This Large Volume of approximately  
2,200 Pages gives, in addition  
to the Usual Lists of Firms, an  
Alphabetical Lists of Residents  
in the Far East containing the  
Names of nearly

20,000 FOREIGNERS.

Arranged, with the initials as well  
as Surnames in strict alfab-  
etical order.

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MERCHANTS,  
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MANUFACTURERS

for the whole of the Far East  
arranged, with addresses,  
in alphabetical order.

Alphabetical Lists of Cable  
Addresses.

List of Agencies held by  
Far Eastern firms.

LARGE EDITION ... \$12

SMALL EDITION ... \$8

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Hong Kong.

THE  
HILLMAN  
WIZARD  
IS  
HERETHE CAR OF  
THE MODERNS

Local Agents:

GILMAN & Co., Ltd.

New Bank Building.

[A.P.B.]

## BIRTH.

REMEDIOS.—On September 14, at  
the French Hospital, to Mr.  
and Mrs. A. A. dos REMEDIOS,  
a daughter. [1183]

Editorial and Business Offices: 11,  
Ice House Street. Tel. 30251.

Night Editor (Wanchai Office):  
Tel. 24511.

London Office: 33, Fleet Street,  
E.C. 4.

## The Daily Press.

HONG KONG, SEPTEMBER 15, 1931.

## THE ROAD TO PROSPERITY.

THE terms of Mr. SNOWDEN'S  
supplementary budget, and the  
reception given to his proposals by  
Parliament and the nation, have  
finally secured British credit  
throughout the world. There is no  
disguising that, following the  
German crisis, ugly cracks appear-  
ed in our economic structure. But  
proper measures for repair are  
being taken and, as Mr. SNOWDEN  
pointed out in his broadcast speech  
on the budget, Britain will be  
saved from the distress and chaos  
which have overtaken other great  
countries since the War. It is an  
unfortunate thing that the Labour  
Party, except the minority now  
supporting the Prime Minister,  
could not, or perhaps we should  
say, would not, recognise the  
danger. Presumably they favoured  
balancing the budget by floating  
further loans, by part repudiation  
of War Debt, under the guise of  
"conversion," and then letting the  
future look after itself. There was,  
in fact, a wilful and criminal blind-  
ness to the facts of the situation.

The only excuse that can be  
offered for the politicians who took  
this view is that on the surface  
all appeared safe and secure in  
Britain. Every social event was  
more brilliant and more largely at-  
tended than ever before. The  
London Season was described with  
the usual adjectives of adulation,  
Wimbledon, the great race-meetings,  
all the seaside resorts were at-  
tracting bigger and better dressed  
crowds than in any previous years;  
the luxury trades were flourishing;  
the banks were sound and paying  
satisfactory, even if slightly re-

duced dividends; the insurance and  
assurance companies and friendly  
societies were recording increased  
investments, and national savings  
certificates were selling better than  
ever. But below this brilliant sur-  
face we were not, as Mr. NEVILLE  
CHAMBERLAIN has pointed out,  
balancing our trade. We were buy-  
ing more than we were selling, our  
staple industries were in distress,  
these conditions could not continue  
indefinitely.

The policy of the Government  
aims at curbing both individual  
and national extravagance. The  
increase in income tax, the cuts in  
civil service and the pay exemption  
reduction will deprive thousands of  
people of the money which they now  
spend on harmless luxuries and  
small amonities. The higher scale  
of Amusement Tax and petrol duty  
will have the same effect, and, no  
doubt, corresponding economies will  
be enforced upon wealthy people  
by the additions to the super-tax.

"Sacrifice all round" is the slogan,  
and we have no doubt that the  
British nation will rise to the oc-  
casion, accept a new order of things,  
and make themselves as comfortable  
as circumstances allow. More  
people will take their holidays  
hiking, pleasure motoring will be  
reduced, and the cinema industry  
may "feel the draught." The Royal  
Family and the Prime Minister  
have set personal examples that the  
country appreciates and will follow.  
The Royal Princes are all men of  
careful habit. They give generously  
to public causes, but not one has  
a racing stable, a steam yacht or  
an elaborate personal establishment.  
The Prince of Wales has always  
shown how a very wealthy man can  
live with dignity due to his position  
and yet avoid extravagance and  
ostentation.

It was an American theory that  
reckless spending and pledging of  
credit was good for trade. The idea  
was ingenious, and Mr. Hoover  
himself seems to have been beguiled  
by this odd method of maintaining  
prosperity. The President warned  
the nation that if they reduced per-  
sonal expenditure the trade slump  
would go from bad to worse. They  
must all spend, lavishly as ever,  
even if they could not afford the  
things they were ordering.

The theory failed in America,  
and Britain is resorting to the  
older principle of each person living  
within income, and trying to pro-  
duce more than he spends. No  
doubt hard times are ahead, but  
Britain has set foot on the road that  
will lead to national prosperity.

CO-EDUCATION IN  
ENGLAND.

GENERALLY speaking British people  
are against co-education at public  
schools, and for many years  
Bedales, in Hampshire was the only  
establishment of that kind in Eng-  
land. St. George's School, Har-  
penden, has followed the success of  
Bedales, but still the general verdict  
is to the effect that while one or  
two schools run on the co-education  
principle may succeed, thanks to  
the backing of cranky persons, and  
even be suitable for certain types  
of youngster, for the ordinary  
British present system is the  
best. Statistics given by Dr.  
LITTLETON of the athletic successes  
of Harpenden, are, however, an  
interesting answer to the charge  
that boys when educated side by  
side with girls grow effeminate.  
Harpenden has not merely in the  
last few years provided an Athletic  
Blue, a Rugby international, a  
Half Blue for boxing, swimming  
and lawn tennis, but which is  
vastly more important, has pro-  
duced such a high level of teams  
that it has been able to meet and  
beat schools with twice and four  
times as many boys as itself. These  
successes are all the more remark-  
able when it is remembered that  
in the nature of things co-education  
schools must get a larger propor-  
tion of delicate boys than their  
rivals. There is not sufficient evi-  
dence to pass a final judgment on  
the products of co-education schools,  
but clearly they are not softies.

## ★ News and Views ★

## A Treat.

A tourist who was travelling  
through the Kalahari Desert hap-  
pened to meet an old inhabitant  
and his son. "It looks as though  
it's going to rain," "Well, I hope  
so; not so much for myself as for  
my boy. I've seen it rain."

## "English Scouts Cannot Cook."

"English Boy Scouts fall at one  
thing, only—they cannot cook."  
This was the opinion of the Abbe  
Bunel, who left Plymouth recent-  
ly with forty-nine French Scouts  
who are returning to their homes  
after camping with English  
Scouts in Devon. "Your Scouts,"  
he said, "are fine. They are am-  
azingly tidy, clean and efficient,  
but they were content to eat meat,  
potatoes and puddings which, no  
doubt, satisfied their hunger. They  
only knew a few of the hundreds  
of ways there are in France of  
cooking these simple things, and  
they don't get the full benefit from  
their food."

## Prince Kaya to Visit Europe.

Prince and Princess Kaya of  
Japan will visit Europe next  
year. Prince Kaya is a cavalry  
major connected with the Japa-  
nese Army General Staff. He will  
probably stay in England longest,  
though he will visit France, Ger-  
many, Belgium, Italy and the  
United States as well. His object  
is to inspect the political, mili-  
tary, educational, industrial and  
other conditions in these coun-  
tries. The date of their departure  
is not definitely fixed, but it will  
probably be in April next year.  
Their sojourn abroad will be for  
a year.

## "Boy Emperor's" Domestic Affairs.

The Chinese Press reports that  
a compromise has been reached in  
the case in which the concubine of  
the former Emperor, Hsuan Tung  
(Mr. Henry Pu Yi), sued for di-  
vorces on the grounds of cruelty.  
According to the agreement, the  
parties will, in future, live apart.  
The reports state that the ex-  
Emperor was prompted to agree  
to the compromise because his con-  
cubine wrote a letter threatening  
to commit suicide if the separation  
did not take place. This, it is  
said, moved the "boy Emperor."

## Sea-Sickness.

The newest liner is said to be  
designed to produce the minimum  
amount of sea-sickness, but even on  
older vessels, whose builders con-  
sidered sea-sickness as uncontroll-  
able as the weather, there is a re-  
markable diminution of that hor-  
rid malady. Stewardsesses on the  
English cross-channel steamers, who  
used to have to wrestle with a  
demoralised and miserable crowd of  
women even on fairly good days,  
have a much pleasanter life than  
they had ten years ago. The im-  
provement is usually attributed to  
the taking of soothing drugs, which  
is now a general traveller's practice,  
but no doubt saner ideas of diet  
and dress have something to do  
with it.

Mystery of Photograph Taken  
from Zeppelin.

Professor Moltchanov has made a  
remarkable discovery in developing  
the photographs which he took from  
the Graf Zeppelin while flying over  
south-eastern Nova Zembla. What  
seems to be a strange aeroplane, or  
more probably flying boat, is re-  
corded on a negative. From the  
photograph it does not appear to  
be damaged. The photograph has  
been sent to a number of aeronau-  
tical authorities for their  
opinion. It has already been sug-  
gested that this may be the ma-  
chine in which Amundsen set out  
for the Arctic for the last time,  
but apparently more than one  
Soviet airman has disappeared in  
the Arctic regions, so that a num-  
ber of explanations are possible.

## Lucky Saskatchewan.

Revival of the ancient and sacred  
rain dance by Saskatchewan In-  
dians, despite the Government ban,  
has brought relief from the drought,  
which dried up lands, burned crops,  
and caused heavy casualties among  
starving stock, writes a Vancouver  
correspondent. Chief Buffalo Bow  
determined to invoke the Great  
Spirit. The sacred dance for rain  
centred round a great tree, on the  
bank of which the petition for aid  
had been cruelly carved. Six  
singers, in continuous relay, chant-  
ed the mystic psalms, while dancers  
stopped a sacred measure for 45  
hours without pause. At the end of  
the dance the rain commenced, and  
fell for two days, bringing relief  
to parched crops, pasture lands,  
and cattle. Could Chief Buffalo  
Bow prevent rain with the same  
facility?

## "Popular" Clamour.

"Popular clamour is not neces-  
sarily a bad guide," says our  
morning contemporary. It is, we  
suggest, the worst guide in the  
world, because it is about as liable  
to be right as it is to be wrong.  
As well decide an issue by the  
spin of a coin. To take examples  
from English history. Popular  
clamour was wrong when it rushed  
Walpole into war with Spain in  
1739, when we were badly beaten,  
and right when in 1753 it demanded  
that the Elder Pitt be made Prime  
Minister, and given charge of the  
war against France. In 1904 there  
was popular clamour for war with  
Russia, following the Dogger Bank  
Incident, when the Russian Baltic  
fleet, sank two British trawlers.  
In 1910 popular clamour made the  
Radical Government yield to Lord  
Fisher's demand for eight Dread-  
noughts. The mob supported Titus  
Oates, the most loathsome creature  
in England's annals, and we all  
know the most notable occasion in  
the world's history when popular  
clamour was wrong!

## ★ Local Notes and Events ★

One case (Chinese) of typhoid  
fever and one case (non-Chinese)  
of diphtheria were reported on  
Sunday.

Found by her husband hanging  
at their house at 7, Hollywood  
Road, Choi Yuk Lam aged 22, was  
taken to the Government Civil  
Hospital in an unconscious con-  
dition. It is stated that she at-  
tempted to commit suicide.

Mrs. Donaldson, of 310, Peking  
Building, third floor, has reported  
to the police the theft of a watch,  
a tope and an umbrella from her  
bedroom some time between 1 a.m.  
and 7 a.m. on Sunday. The total  
value of the missing articles is  
given as \$50.

Charged before Mr. Fraser, at the  
Kowloon Magistracy yesterday with  
returning from banishment, a man  
named Li Yan was sentenced to  
one year's imprisonment. It was  
stated that the defendant had been  
in prison almost continuously since  
1925, and had returned from banish-  
ment four times.

Mr. L. J. Noronha of 880, Wan-  
chai Road, met with an accident  
yesterday when, in leaning over the  
verandah, he lost his balance, and  
fell to the street below from a  
height of about 18 feet. He fractured  
his left leg and hand and was  
removed to the Government Civil  
Hospital.

Bail of \$10,000 was granted by  
Mr. Schofield to a Chinese named  
Lai Wing, residing at the Empress  
Hotel, who appeared before Mr.  
Worship in connection with a  
charge under the Opium Ordinance.  
The defendant appeared for the  
defence. His Worship granted a  
week's formal remand.

At the Central Magistracy on  
Saturday, a Chinese was sentenced  
to three months' hard labour on a  
charge of assault, the complainant  
being Mr. A. Thomson, who is in  
charge of the Tytam Tuk reservoir.

It appears that defendant struck  
Mr. Thomson across the head with  
a stick when he was ordered to leave  
the reservoir grounds, where he was  
trespassing with another man.

Notwithstanding threats by two  
robbers, who said they would kill  
her if she raised an alarm, a  
Chinese woman, whose house was  
entered by three robbers, screamed  
out "Safe Life" and made suffi-  
cient noise to cause the robbers to  
abandon their project. The men  
guined admittance to the house, 12,  
Catchick Street, by pretending to  
come on a visit. Besides the wo-  
man who raised the alarm, there  
was only one other person in the  
house, a girl of six.

The advantages of  
aforestation from an aesthetic and  
sanitary point of view will be  
allowed by all, not in the abstract  
only but with individual reference.  
The changing of a glaring road into  
a shady avenue is a boon for which  
everyone who uses the way must  
be thankful, while the relief afford-  
ed to the eye by masses of green  
in place of bare rocks is equally  
patent. The impetus Sir John  
Pope-Hennessy has given to the  
work of afforestation is one good  
feature in his administration which  
the entire Colony is ready to re-  
cognise. Until he arrived the de-  
partment which has charge of the  
work had never had fair play; it  
was hampered in its working, and  
the same could be said of the  
quite to effect results of an im-  
mense magnitude. —Hong Kong Daily  
Press, September 15, 1931.

## Richard Tauber Loses \$2,000 Wager.

Richard Tauber, the famous Ger-  
man tenor, who left the London  
production of "The Land of  
Smiles," owing to inflammation of  
the throat, has recovered his health  
—and is reported to have lost a  
\$2,000 bet. After leaving London,  
Tauber went to the Hungarian  
spa Pyshtyan in search of health.  
The doctor there at once saw that  
his patient was suffering more from  
mental depression than physical  
sickness. He is said to have agreed  
to bet Tauber \$2,000 that he could  
cure him. Now Tauber is complet-  
ly well again, and has paid his  
"bet" with enthusiasm.

## Bishop in Lion's Den.

Dr. Herbert, Bishop of Black-  
burn, is probably the first En-  
glish Bishop to be photographed in  
a lion's den. On a recent after-  
noon he and the Bishop of War-  
rington accepted an invitation to  
visit the Tower Circus at Black-  
pool for the outdoor meetings ar-  
ranged for the aquatic mission.  
They were presented by heavy rain; the  
suggested visit to the lion was sug-  
gested during tea in the dressing-  
room of Doodles, the clown. The  
Bishop of Blackburn entered the  
cage, which was locked after him,  
and the lion at first eyed him with  
an indignant air. It appeared to  
be startled, however, by the photo-  
grapher's flash-light, and began  
to get restive, but the trainer kept  
it in check, and the Bishop left  
the cage in safety.

## Sentiment and the Gangsters.

There are elements of grim  
humour in Mayor "Jimmy"  
Walker's reported declaration  
that when the gangsters take to  
killing children the time has come  
to cry a halt. The murder of in-  
nocent children is a heinous  
crime, but surely not so much  
more so than the murder of in-  
nocent adults, as to call for action  
not otherwise necessary. If any  
power in America can suppress the  
gangsters, surely it would have  
been invoked already. That is the  
common sense of the matter. Never-  
theless, such is the power of senti-  
ment that this last outrage may  
actually produce useful results.  
At any rate, it will probably keep  
the gangsters quiet for a time.

## Wireless to Mars.

Dr. Tesla announces, not for the  
first time, that he is going to com-  
municate by wireless with Mars, but  
he does not explain how he is going  
to get over the greatest difficulty  
which stands in the way. This is  
the "Heavlyside layer," apparently  
a layer of free electricity in the  
upper atmosphere, which, instead  
of allowing wireless waves to pass  
into space, reflects them down  
again to earth. It seems quite like-  
ly that we shall get to Mars before  
we establish wireless communica-  
tion. At any rate, one feels certain  
that an attempt will be made within  
the lifetime of the present genera-  
tion. This belief was expressed to  
a friend of the writer the other day,  
and his reply ought to be recorded.  
He said: "What about the Martians  
coming here first? It's easier  
for them. They've only got to fall  
here."

## From the Files.

## Looking Back 25 Years.

It is known that the new gun-  
boat Patrin of the Portuguese Navy  
will soon be on her way to Macao  
to relieve the old and obsolete Rio  
Lima. The Patrin was built in the  
Portuguese Government Arsenal  
about four years ago, and is  
decidedly a much more modern and  
powerful vessel than the one she is  
coming to relieve. She was built  
by a public subscription raised by  
the Portuguese residents of Brazil  
and presented to the Government,  
and as soon as she was ready for  
sea, she visited the Brazilian ports  
to pay respect to the subscribers.  
She is 60 meters in length, of 631  
tons, and 1,600 horse power, with  
a speed of 15 knots. Her arma-  
ments consist of two guns. Schnei-  
der-Canon of 10 centimeters, two  
Hotchkiss of 65 millimeters and two  
of the same type of 47 millimeters.  
She has two funnels and only one  
mast. We suppose that this vessel  
will perform her duty to anchor some  
miles away from Macao when she  
arrives. —Hong Kong Daily Press,  
September 15, 1906.

## Looking Back 60 Years.

The rocky island of Hong Kong  
is gradually changing its barren  
appearance for one of pleasant  
verdure. Every year new tracts on  
the hillsides are covered with the  
hardy native pine, and former  
years' planting show up more bold-  
ly. No one visiting the Colony  
after an absence of five or six years  
could fail to be struck with the  
change that has been wrought, and  
to one who had not seen the place  
for fifteen or twenty years it would  
appear little less than a trans-  
(Continued on previous column.)







## NATIONAL ECONOMY v. EXPENDITURE.

(Continued from Page 11.)

lated by the natural instinct of self-preservation, which amongst Anglo-Saxon nations is stronger than it is amongst Latin ones. There is a growing distrust of the credit of the Government, and a growing suspicion that Government securities are not of the glittered nature to which the maxim "safety first" can be applied. It is this distrust which has caused the anomalous phenomenon of scarce money at home concurrently with high prices, and cheap money abroad concurrently with heavier gold backings. For prices are high, for all that really matters in family budgets, despite the elaborate tables which endeavour to prove the contrary, and the painful fact that wholesale prices are so low as to be unprofitable. It is these, and the ink's progress which as a nation we have been pursuing, which has so weakened sterling as to have necessitated a short time loan, by the Bank of France and the New York Federal Reserve Bank, to the Bank of England, of no less than \$50,000,000.

### Committee Recommendations

#### Involve Sacrifices.

This loan, which should never have been necessary, became so because of a threatened "flight from the pound" which the Bank authorities and the Government. Even more ominous, however, is the prospective further drain of gold from these shores, in spite of the raising of Bank Rate twice within a week. The pump no longer functions properly, and the credit of England is no longer what it was. It was these grave circumstances that rendered necessary the doubtful expedient of the increase in the fiduciary issue, by no less than £15,000,000, in order to enable ordinary currency demands for notes to be met. Such an issue, unbacked by anything except the waning credit of an effete Government, is no more or less than inflation; the securities for it and the normal fiduciary promises to pay what it has not got, and can only honour by the dubious device of printing more paper. National economy is thus the only alternative to inflation, followed by bankruptcy, and eventually the repudiation of debt. The methods by which the May Committee seeks to redress an adverse balance which threatens disaster, involve very heavy sacrifices by many sections of the community which have hitherto escaped almost unscathed. Its incidence is to be deplored. On the other hand, it must constantly be borne in mind that all other classes have already borne or are bearing more than their share of the country's burdens. It is time that burden was better distributed, and that the recommendations of Sir George May's Committee on National Economy will enable a start to be made in an adjustment which has already been too long delayed.

## THE STABILISATION ISSUE.

What's happened to those fulminating leader-writer-men Who proved to us so forcibly the power of the pen, And glibly wrote of silver-basis, gold and even yen, When Clegg and his financiers were here?

There scarcely passed a single day but what some leaderette Brought forth a host of arguments (which critics promptly met) And these were capped by other ones, as wild as any yet, In hopes, perhaps, that Clegg would lend an ear.

These men maintained that merchant firms and banks were in the wrong,

That we should base ourselves on gold, while China rolled along On silver; all their arguments, they claimed, were very strong: In fact they almost proved that black was white.

They also urged insistently that we should stabilize, And while we were about it, give each citizen a prize. (The cheek of their demand, of course, they didn't realize): Our dollars would be doubled overnight!

Among their many readers there were some who couldn't see That this was simply clamouring for things that used to be, Before the wretched slump had hit, not only you and me, But everyone with savings anywhere.

These simple folk (who'd lost the modest fortune they'd possessed); Desiring now to get it back, with compound interest, Were fired with futile hopes, believing journalists knew best. On looking back, I ask you: Was it fair?

It seems a longish time since all these arguments held sway, (How much was written tongue-in-cheek 'tis not for us to say); The Currency Commission left the Colony in May, And no one writes such leaders any more.

One cannot say for certain what the experts recommend, But something seems to tell me their conclusions will defend The case for silver parity. So what will be the end? We'll carry on precisely as before!

A.M.B.S.

## ROAD RACING IN BRITAIN?

### HOME OFFICE VISITOR TO IRISH T.T.

Belfast, August 17.—Mr. Alfred Short, Under-Secretary to the British Home Office, is in Belfast, having a look at every phase of the organisation of the British Car Grand Prix.

The race is to be run on Saturday on the Ards circuit, five miles from the city boundaries.

He will attend in his official capacity the practices on Wednesday and Thursday, and will also be present throughout the race, on Saturday.

His plans include, if it is possible, a visit to the various points of danger.

These points will include the main street of Newtownards, through which racers go at top speed, and the narrow main street of Comber village.

### Safety Measures.

He will review all the measures taken by the police for the protection of both the public and the racers, the medical organisation to deal with casualties and the vast crowds which watch the racing. He will be accompanied almost everywhere by Mr. Bates, the Home Secretary of Northern Ireland.

Each Bill promoted in the British Parliament for permitting motor racing on roads in England has been killed by Home Office opposition.

It was also the Home Office influence which brought about the insertion in the Road Traffic Act of the clause making road racing illegal.

As the law stands, motor racing in Britain would not be possible until a short Bill amending the Road Act was passed.

### O FOR O—DECLARED.

#### BRIGHTEST CRICKET.

Reduced to a one-day match because of rain on the first two days, the visit of Surrey to Glamorgan at Cardiff would certainly have ended in a draw had not P. G. H. Fender and M. J. Turnbull, the respective captains, resorted to the expedient which B. H. Lyon, of Gloucestershire and F. E. Greenwood, of Yorkshire, adopted two months ago.

On that occasion each side declared after one ball had been bowled and allowed to go for four byes. But Fender and Turnbull went one better, the single ball that was sent down not being scored from so that the score card read 0 for 0; innings declared closed.

In their second innings, however, the Surrey batsmen hit hard and often. Hobbs practically sacrificed his wicket in an effort to score runs quickly. After Sandham had completed his century Fender again declared the Surrey innings closed with three wickets down, leaving Glamorgan to get 215 to win and 3 hours 45 minutes to do it in.

Amid intense excitement Glamorgan made the runs with three wickets and 20 minutes to spare.

## DEATH OF AGED CHINESE.

### MOTOR ACCIDENT STORY DISPROVED.

#### DIED FROM PNEUMONIA.

An unusual series of circumstances which culminated in the death of a Chinese, seventy years of age, was revealed at Central Magistracy when Mr. W. Scofield, sitting as Coroner, conducted an inquiry into the death of the old man.

From the evidence given, it would appear that the deceased was a native of Amoy who landed in Hong Kong on August 12, being then on his way to Annam to look for a son who was working there. He located a nephew in Hong Kong and stayed with him that day, going out in the morning. When he failed to return at meal time, the nephew, fearing that something had happened, went out at once to search for him, but without success.

### "An Accident."

The next that the nephew heard of his uncle was when he read a paragraph in a Chinese newspaper to say that an old man (name given) had been admitted to the Government Civil Hospital following a motor accident in Stubbs Road. He visited his uncle there and learned that he had a severe pain on his right wrist which he said had been caused in a motor accident.

Dr. Thomas, of the Government Civil Hospital, in evidence, stated, however, that the man died five days after admission and that the cause of death was pneumonia. He found no marks of external injuries consistent with the theory that he had met with a motor accident.

The doctor went on to say that a post-mortem examination showed no internal injury. Deceased's right lung was swollen as a result of pneumonia, but all other organs were normal.

There were two bruises on the top of the scalp and a fracture on the right wrist. The fracture was very minor in character and the bruises also were not serious. The doctor was of the opinion that the deceased might have fallen against a road embankment in trying to get out of the way of a motor car and in doing so his head must have come into contact with some rock; the fracture to the wrist might have occurred at the same moment.

The question of whether deceased met with a motor accident remains. Mr. C. S. Rossett stated that shortly after midnight he was going down Stubbs Road when he saw the man in a slumping posture right in the way of downward bound vehicles.

### Motorist's Evidence.

Mr. D. A. Ten Grotenhuis told his Worship that at about midnight on August 12 he was driving up Stubbs Road when he felt that his car had bumped into something when rounding a curve. He went on until the road straightened out and then stopped the car and went back on the road, to see if anyone was injured. He found no one on the road. An examination of the car showed that the left mudguard was slightly damaged. Before returning to his car, he stopped another car which came up Stubbs Road and inquired if anyone had been seen on the road, but received a reply in the negative.

Sub-Inspector Nicola stated that he examined Mr. Grotenhuis' car the next day and found that the point on the mudguard, which was slightly dented, appeared as if it had been scraped by a rock.

The Coroner, in his summing-up, informed the jury that in view of the evidence they would not be justified in finding that Mr. Grotenhuis' car had anything to do with the accident.

The jury returned a verdict of "Death by natural causes."

### NOTICE TO MARINERS.

#### YANGTZE RIVER-SOUTH CHANNEL ENTRANCE.

Notice is hereby given that on or about October 6, 1931, and without further notice, the Tungsha Light-vessel, moored in the South Channel entrance to the Yangtze River, will be temporarily withdrawn from her station and replaced by a relief light-vessel.

The relief light-vessel is painted red and has no name upon its side. The light, which is dioptric, of the fourth order, shows a fixed white light, varied by an eclipse every 10 seconds, thus:—

Light ..... 5 seconds  
Eclipse ..... 5 seconds  
and is visible in clear weather for a distance of 11 miles.

During foggy or thick weather a fog bell will be struck one blow every 15 seconds.

In order to show the direction in which the light-vessel is riding, a white riding-light will be exhibited from sunset to sunrise at the bow, at a height of 12 feet above the deck.

On the completion of the repairs to the Tungsha light-vessel she will be replaced on her station and the relief light-vessel withdrawn, without further notice.

## THE VALUE OF ADVERTISING.

### RECOGNISED BY FAMOUS BREWERIES.

#### PHENOMENAL SUCCESS OF POLICY OF PUBLICITY.

Advertising history was made when, in 1928, Arthur Guinness, Son & Co. decided to launch a big advertising campaign. The results of that decision proved, beyond any shadow of doubt, the wisdom of the Board in abandoning a policy which had been followed for years. In the year 1928-29 this famous Irish firm of brewers began to experience falling revenues. English sales, in fact, had been declining ever since the coal strike of 1926. In the last quarter of the financial year, ended June 30, 1929, the Directors decided to extend their advertising field to this country, and the returns for that quarter immediately took an upward course.

### Successful Campaigns.

In 1929-30 net profits were £2,200,338. During the following year, the advertising campaign, which had so far proved highly satisfactory, was intensified, and continued over the full 12 months. The result was that instead of showing for the fourth successive year another shrinkage in profits, there was an increase to £2,522,079 for 1930-31. The annual report which came out recently showed a decline in profits for 1930-31, and while this is, of course, attributable to unemployment and trade depression, the previous year's experience suggests that the fall might have been really serious if the Board had decided in 1928 not to spend anything further on publicity.

One of the most striking features of the Guinness advertising "push" must surely be that it was embarked on despite similar endeavours by other brewers on a lavish scale, and yet brought a remarkable reward to the business.

"Its success was so marked that another important decision was influenced in the brewery trade in the case of Meux's Brewery. The Meux Board had been of opinion that advertising by brewery companies largely conducting a "tied house" trade might not yield the same results as those relying on free trade. But, apparently on the ground that even a smaller percentage return, so long as that return yielded additional net profit, was worth having, Meux decided to launch a national campaign under the slogan, "But the best of all is a Meux." It is too early as yet to say whether the Board's action is yielding satisfactory results, but it is known that the business of the undertaking is proceeding satisfactorily in spite of trading difficulties.

Watney, Combe Reid & Co., Truman, Hanbury & Buxton and Bass, Ratcliff & Gorton have all tried extensive advertising, and maintained it subsequently in recent years, but there are many big brewery companies which still seem to be doubtful of the wisdom of nationwide publicity.

### Conservative Outlook.

The enlightened view is that now is the time for this conservative outlook to be abandoned. Recent results of several brewery companies have revealed the fact that after several years of rising earnings, trade depression and reduced spending power of the public are beginning to make their influence felt.

One concern, in particular, which should give serious consideration to this question of advertising as an offset to lower sales is Heale & Co. Ltd. This is one of the undertakings in which Sir John Ellerman is interested. In recent years it has expended beyond all recognition and now is one of the leaders of the London trade, with a four century record behind it.

It is becoming increasingly obvious to all large business firms that advertising is not something that should be turned to as a last resort when trade is slackening off and the firm is almost at extremis, but a very profitable undertaking that should have a place in the regular administrative policy of every commercial house.

## WEALTHY GANG IN THE DRUG TRAFFIC.

### AN AGENT TRACED TO LONDON.

#### FAST TRADE SHOWN BY PAPERS.

Investigations made by the British Home Office have led to the entrapment of the activities of a wealthy international gang of drug traffickers.

An agent of the gang was traced to London, and the boarding-house where he was staying was searched.

It was discovered that the Japanese gang for whom he was acting was engaged in illicit activities in four countries—France, Germany, Turkey, and Japan.

In at least two of the countries—Germany and Japan—the authorities were able to put a stop to the gang's operations.

As an example of the enormous demand for drugs for the illicit traffic, another discovery made in London is illuminating.

London firms received an inquiry from Japan for shipment to Shanghai of no fewer than 1,400 kilograms of heroin—3,100lb., or nearly 30cwt.

These facts are mentioned in the annual report on Dangerous Drugs made by the British Government to the League of Nations. It is stated that drug addiction is not prevalent in Great Britain.

### Trunks in West-End.

The report gives the following account of the tracing of the Japanese agent, Tannemitsu, by name:— Following a warning received from the authorities of the Netherlands that Katsutoshi Tannemitsu, who had been discovered to be responsible for a shipment of 100 kilos (220lb.) of heroin smuggled from Constantinople to Hamburg, but seized at Rotterdam in transit, had fled from Hamburg to London, investigations were made, and Tannemitsu was discovered to be residing in a boarding-house in North London.

His rooms and belongings, together with two trunks discovered to have been stored with a compatriot in the West-end, were searched under a warrant issued under the Dangerous Drugs Act. A close examination of the documents discovered disclosed that Tannemitsu was the agent of a wealthy gang of Japanese drug traffickers, for whom he was engaged in smuggling dangerous drugs in very large quantities from Constantinople and Hamburg.

### New Source of Supply.

The information thus obtained disclosed the names and addresses of a considerable number of illicit dealers, principally in Turkey, France, and Japan. Copies of all the documents discovered in London, which could usefully be followed up, were supplied to the authorities concerned, and it is understood, the thorough investigation in Germany and Japan which followed resulted in a stop being put to the activities of the persons concerned in those countries.

The case was also important as establishing the fact that the derivative of morphine, berrymorphine—supplied under the trade name peronin—which had hitherto been considered to be innocuous, was being used by drug traffickers for conversion into a dangerous drug.

As there was no evidence that Tannemitsu had engaged in illicit transactions in the United Kingdom he was not detained. He immediately disappeared, using a passport in another name fraudulently obtained from the Japanese Consul-General in London.

### Morphine Smuggler.

No information was received that any person or firm in Great Britain had been engaged in smuggling drugs abroad. In one case drugs manufactured in Great Britain and exported abroad under licence (issued upon the production of an import certificate of the Government of the importing country) were seized in the illicit traffic. The particulars of the case are given in the report as follows:— In March, 1930 the Home Office was informed by the authorities of the United States of America that one T. Bell had attempted to smuggle into New York on board the s.s. Isle de France two trunks filled with morphine and heroin, and that Bell had immediately returned to Europe under the name of Jacob Bloom.

Bell was detected on arrival at Southampton and found to be identical with Harry Winhouse, who had previously been convicted for smuggling opium into England from France. He was refused leave to land and returned to New York, where he was charged and sentenced to 3½ years' imprisonment. The drugs in the trunks were discovered to be the product of several European manufacturers, including 1 kilogram (2½lb.) of morphine and 1 kilogram of heroin bearing the labels of a British firm. There were

also discovered in the trunk, loose among the packing, several labels of another British firm.

### Authority to Export.

It was ascertained that the heroin had been exported in October, 1929 to the firm of A. C. Foret in Paris, and that very probably the morphine seized also formed part of the consignment exported to this firm on the same occasion.

The authority for the export had been given on the production of an import certificate issued by the French authorities.

The loose labels discovered with the seizure were similarly ascertained to have been originally attached

to one of thirty tins, each containing 1 kilo of morphine hydrochloride, exported under licence in March, 1929, by the makers to the firm of M. E. Koch, of Paris, who had furnished an import certificate issued by the French authorities.

The particulars were communicated to the French Government in July, 1930, with the request that a thorough investigation might be made into the whole case with a view to ascertaining how these dangerous drugs reached the illicit traffic. No information in regard to the case had (up to August 1, 1931) been received from the French Government.



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JOHN HAIG & Co. Ltd.  
(Incorporated in Scotland)  
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Consumers are requested to see that every bottle of John Haig Gold Label Whisky as supplied by us bears the foot label thus: "Gande, Price & Co., Ltd., Sole Agents for Hong Kong."

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"My doctor recommended me Sanatogen ('great stuff that Sanatogen,' he said). The change in three weeks is such that I cannot thank you enough. My courage and energy are restored. I can eat anything I like, and my zest for life has

come back in a way that has positively amazed me," writes Mr. E. C. ODDY, London.

Start a course of Sanatogen to-day and notice its invigorating influence on your whole system.

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At all Chemists and Grocers.

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London Tailors  
FOR  
**SUMMER SUITS.**

**STYLE and QUALITY**

ARE OUR FIRST CONSIDERATION.  
SO A SUIT TAILORED BY US  
WILL ALWAYS BE OF FIRST  
CLASS VALUE.



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**'PHONE 28021**



## EXPECTED ARRIVALS AND MOVEMENTS.

Achilles due from Europe Oct. 12.  
Aeneas due from North China ports Sept. 29.  
Asama Maru due from U.S.A. Sept. 25.  
Asphalion due from Shanghai Oct. 11.  
Athos due from Europe Sept. 29.  
Atsuta Maru due from Japan Sept. 26.  
Calcutta Maru arrived here Sept. 14.  
Changte due from Australia Oct. 9.  
Chenonceaux due from Saigon Sept. 15.  
Cromer due from Straits Sept. 15.  
D'Artagnan due from Europe Oct. 13.  
Dorflinger due from Europe Oct. 19.  
Duisburg due from Europe Sept. 15.  
Elpenor due from Europe Sept. 27.  
Emp. of Asia due from Shanghai Sept. 17.  
Emp. of Canada due from Vancouver Oct. 2.  
Fulda due from North China ports Sept. 19.  
Gaelic Star due from Europe Sept. 23.  
Garbeta due from Shanghai Sept. 17.  
Gleniffer due from Europe Oct. 9.  
Hawai due from Europe Oct. 2.  
Havelland due from Europe Sept. 30.  
Hikawa Maru due from U.S.A. Sept. 27.  
Ixion arrived from Vancouver Sept. 10.  
Kalyan due from Japan Sept. 25.

Kamo Maru due from Manila Sept. 17.  
Katori Maru due from Straits Sept. 10.  
Kutsang due from Straits Sept. 15.  
Lyons Maru arrived here Sept. 12.  
Megalos due from Shanghai Sept. 15.  
Menestheus due from Japan Oct. 8.  
Nelus due from New York Oct. 13.  
Ningchow due from Japan Sept. 25.  
Patriot due from Europe Oct. 10.  
Persus due from North China ports Oct. 13.  
Porthos due from Japan Sept. 29.  
Pres. Filmore due from Shanghai Sept. 19.  
Pres. Hoover due from Japan Sept. 21.  
Pres. Jefferson due from Canada Sept. 19.  
Pres. Taft due from Manila Sept. 19.  
Pres. Wilson arrived from Manila Sept. 14.  
Pyrrhus due from Europe Sept. 30.  
Rantan Pandjang due from Japan Sept. 17.  
Sarpedon due from Straits Sept. 15.  
Shinyo Maru due from Shanghai Sept. 15.  
Sphinx due from Shanghai Sept. 15.  
Taiping arrived from Manila Sept. 8.  
Terukuni Maru due from Shanghai Sept. 18.  
Tjikembang arrived from Amoy Sept. 13.  
Tjisadane due from Java Sept. 16.  
Trave due from Japan Oct. 6.  
Trier due from Europe Sept. 23.  
Tyndareus due from Vancouver Oct. 8.

## ADEN.

Sphinx, M.M., Sept. 15.  
Scudan, P. & O., Sept. 19.  
Terukuni Maru, N.Y.K., Sept. 19.  
Col. di Lana, Dodwell's, Sept. 27.  
Porthos, M.M., Sept. 23.  
Cracovia, Dodwell's, Oct. 4.  
Choucheaux, M.M., Oct. 13.

## ALEXANDRIA.

Pres. Filmore, Dollar, Sept. 20.  
Pres. Monroe, Dollar, Oct. 4.  
Pres. Van Buren, Dollar, Oct. 18.

## AMOI.

Haining, Douglas, Sept. 15.  
Tjisadane, J.C.J.L., Sept. 16.  
Kutsang, Jardine's, Sept. 17.  
Tsing, B. & S., Sept. 17.  
Haining, Douglas, Sept. 18.  
Haiching, Douglas, Sept. 22.  
Tsiyuan, B. & S., Sept. 23.  
Tjikarang, J.C.J.L., Sept. 23.  
Tilawa, B.I., Sept. 24.  
Hosang, Jardine's, Sept. 25.  
Anhui, B. & S., Sept. 27.  
Tjisagara, J.C.J.L., Oct. 1.  
Yuenang, Jardine's, Oct. 7.  
Santhia, B.I., Oct. 9.

## ANTWERP.

Scudan, P. & O., Sept. 19.  
Terukuni Maru, N.Y.K., Sept. 19.  
Kalyan, P. & O., Sept. 26.  
Hakusan Maru, N.Y.K., Oct. 3.  
Danmark, Manners, Oct. 5.

## AUSTRALIAN PORTS.

Taiping, B. & S., Sept. 15.  
Kamo Maru, N.Y.K., Sept. 22.  
Atsuta Maru, N.Y.K., Sept. 23.  
Nankin, E. & A., Oct. 2.  
Changte, B. & S., Oct. 20.

## BALTIQ PORTS.

Danmark, Manners, Oct. 5.

## BALTIMORE.

Menestheus, B.F., Oct. 5.

## BANGKOK.

Scudan, P. & O., Sept. 19.  
Kaying, B. & S., Sept. 20.

## BARCELONA.

Fulda, Melchers, Sept. 19.  
Duisburg, J.C.J.L., Sept. 27.  
Trier, Melchers, Oct. 17.

## BELOWAN-DELL.

Cromer, J.C.J.L., Sept. 24.

## BOMBAY.

Garbeta, P. & O., Sept. 17.  
Col. di Lana, Dodwell's, Sept. 27.  
Tokiwa Maru, N.Y.K., Sept. 27.  
Cracovia, B.F., Oct. 4.  
Mirzapore, P. & O., Oct. 6.  
Tango Maru, N.Y.K., Oct. 11.

## BOSTON.

Tai Ping Yang, Dodwell's, Sept. 18.  
Pres. Filmore, Dollar, Sept. 20.  
Siamese Prince, Furness, Sept. 20.  
Toba Maru, N.Y.K., Sept. 29.  
Pres. Monroe, Dollar, Oct. 4.  
Menestheus, B.F., Oct. 5.  
Twedbank, Bank, Oct. 7.  
Malayan Prince, Furness, Oct. 15.  
Pres. Van Buren, Dollar, Oct. 18.

## BREMEN.

Fulda, Melchers, Sept. 19.  
Danmark, Manners, Oct. 5.  
Trave, Melchers, Oct. 6.  
Trier, Melchers, Oct. 17.

## BRINDISI.

Col. di Lana, Dodwell's, Sept. 27.  
Cracovia, Dodwell's, Oct. 4.

## CALCUTTA.

Calcutta Maru, N.Y.K., Sept. 15.  
Suisang, Jardine's, Sept. 21.  
Takada, B.I., Sept. 24.  
Penang Maru, N.Y.K., Sept. 29.  
Sirdhana, B.I., Oct. 4.  
Kutsang, Jardine's, Oct. 8.  
Tilawa, B.I., Oct. 14.  
Hosang, Jardine's, Oct. 17.

## CASABLANCA.

Menclaus, B.F., Sept. 15.  
Kalyan, P. & O., Sept. 26.  
Perseus, B.F., Oct. 13.

## CEBU.

Menestheus, B.F., Oct. 5.

## CHEFOO.

Cheongshing, Jardine's, Sept. 18.  
Kueichow, B. & S., Sept. 25.  
Chipsing, Jardine's, Sept. 27.  
Huichow, B. & S., Oct. 6.

## COLOMBO.

Sphinx, M.M., Sept. 15.  
Garbeta, P. & O., Sept. 17.  
Terukuni Maru, N.Y.K., Sept. 19.  
Pres. Filmore, Dollar, Sept. 20.  
Col. di Lana, Dodwell's, Sept. 27.  
Tokiwa Maru, N.Y.K., Sept. 27.  
Aeneas, B.F., Sept. 29.  
Porthos, M.M., Sept. 29.  
Hakusan Maru, N.Y.K., Oct. 3.  
Cracovia, Dodwell's, Oct. 4.  
Pres. Monroe, Dollar, Oct. 4.  
Mirzapore, P. & O., Oct. 6.  
Tango Maru, N.Y.K., Oct. 11.  
Chenonceaux, M.M., Oct. 13.  
Pres. Van Buren, Dollar, Oct. 18.

## DUE HONG KONG.

M.V. "BURGENLAND" (1) Genoa, Marseilles, Havre, Rotterdam & Hamburg 4 Oct.  
M.V. "VOGTLAND" (1) Genoa, Rotterdam & Hamburg 16 Oct.  
M.V. "HAVELAND" (1) Genoa, Rotterdam & Hamburg 24 Oct.

## ARRIVALS FROM EUROPE.

M.V. "DUISBURG" (1) 16 Sept.  
M.V. "HAVELLAND" (2) 20 Sept.  
M.V. "SAUTERLAND" (1) 11 Oct.  
M.V. "RAMSES" (1) 25 Oct.

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## ADVERTISED SAILINGS FROM HONG KONG

## DALEY.

Chinhuu, B. & S., Sept. 15.  
Sarpedon, B.F., Sept. 18.  
Nanning, B. & S., Sept. 21.  
Patriot, B.F., Oct. 16.

## DUTCH PORTS.

Menclaus, B.F., Sept. 15.  
Fulda, Melchers, Sept. 19.  
Scudan, P. & O., Sept. 19.  
Terukuni Maru, N.Y.K., Sept. 19.  
Kalyan, P. & O., Sept. 26.  
Shantung, Gilman's, Sept. 27.  
Aeneas, B.F., Sept. 29.  
Hakusan Maru, N.Y.K., Oct. 3.  
Vogtland, J.C.J.L., Oct. 4.  
Danmark, Manners, Oct. 5.  
Trave, Melchers, Oct. 6.  
Persus, B.F., Oct. 13.  
Duisburg, J.C.J.L., Oct. 17.  
Trier, Melchers, Oct. 17.

## FOOCHOW.

Haining, Douglas, Sept. 15.  
Cheongshing, Jardine's, Sept. 18.  
Haining, Douglas, Sept. 18.  
Haiching, Douglas, Sept. 22.  
Kueichow, B. & S., Sept. 25.  
Chipsing, Jardine's, Sept. 27.  
Huichow, B. & S., Oct. 6.

## GENOA.

Lyons Maru, N.Y.K., Sept. 15.  
Fulda, Melchers, Sept. 19.  
Pres. Filmore, Dollar, Sept. 20.  
Col. di Lana, Dodwell's, Sept. 27.  
Shantung, Gilman's, Sept. 27.  
Cracovia, Dodwell's, Oct. 4.  
Pres. Monroe, Dollar, Oct. 4.  
Vogtland, J.C.J.L., Oct. 11.  
Lima Maru, N.Y.K., Oct. 11.  
Duisburg, J.C.J.L., Oct. 17.  
Trier, Melchers, Oct. 17.  
Pres. Van Buren, Dollar, Oct. 18.

## GIBRALTAR.

Terukuni Maru, N.Y.K., Sept. 19.

## GLASGOW.

Ningchow, B.F., Sept. 23.  
Aeneas, B.F., Sept. 29.  
Asphalion, B.F., Oct. 11.

## GOTHENBURG.

Shantung, Gilman's, Sept. 27.

## HAIPHONG AND HOIHOW.

Kingyuan, B. & S., Sept. 25.  
Kueichow, B. & S., Oct. 2.

## HAMBURG.

Menclaus, B.F., Sept. 15.  
Fulda, Melchers, Sept. 19.  
Scudan, P. & O., Sept. 19.  
Terukuni Maru, N.Y.K., Sept. 19.  
Shantung, Gilman's, Sept. 27.  
Vogtland, J.C.J.L., Oct. 4.  
Danmark, Manners, Oct. 5.  
Trave, Melchers, Oct. 6.  
Persus, B.F., Oct. 13.  
Duisburg, J.C.J.L., Oct. 17.  
Trier, Melchers, Oct. 17.

## HAVRE.

Scudan, P. & O., Sept. 19.  
Ningchow, B.F., Sept. 23.  
Asphalion, B.F., Oct. 11.

## HONOLULU.

Pres. Wilson, Dollar, Sept. 15.  
Tatsuta Maru, N.Y.K., Sept. 16.  
Asama Maru, N.Y.K., Sept. 20.  
Rakuyo Maru, N.Y.K., Oct. 15.

## HULL.

Scudan, P. & O., Sept. 19.  
Kalyan, P. & O., Sept. 26.

## JAPAN PORTS.

Chenonceaux, M.M., Sept. 15.  
Pres. Wilson, Dollar, Sept. 15.  
Duisburg, J.C.J.L., Sept. 16.  
Tatsuta Maru, N.Y.K., Sept. 16.  
Ixion, B.F., Sept. 17.  
Kutsang, Jardine's, Sept. 17.  
Kamo Maru, N.Y.K., Sept. 18.  
Tai Ping Yang, Dodwell's, Sept. 18.  
Katori Maru, N.Y.K., Sept. 19.  
Moncalieri, Dodwell's, Sept. 21.  
Gaelic Star, Sept. 23.  
Tilawa, B.I., Sept. 24.  
Tokushima Maru, N.Y.K., Sept. 24.

## KASHMIR.

Emp. of Asia, C.P.S., Sept. 25.  
Hosang, Jardine's, Sept. 25.  
Kashmir, P. & O., Sept. 25.  
Kashmir, P. & O., Sept. 25.  
Athos, B.F., Sept. 29.  
Asama Maru, N.Y.K., Sept. 30.  
Havelland, J.C.J.L., Sept. 30.  
Pyrrhus, B.F., Sept. 30.  
Havel, Melchers, Oct. 2.  
Glaucus, B.F., Oct. 5.  
Nellors, E. & A., Oct. 5.  
Canton, Gilman's, Oct. 6.  
Hikawa Maru, N.Y.K., Oct. 6.  
Kidderpore, P. & O., Oct. 6.  
Yuenang, Jardine's, Oct. 7.  
Gleniffer, Jardine's, Oct. 9.  
Santhia, B.I., Oct. 9.  
Emp. of Canada, C.P.S., Oct. 10.  
Naldora, P. & O., Oct. 10.  
Sauerland, J.C.J.L., Oct. 11.  
Achilles, B.F., Oct. 12.  
D'Artagnan, M.M., Oct. 12.  
Nelus, B.F., Oct. 12.  
Rakuyo Maru, N.Y.K., Oct. 15.  
Tyndareus, B.F., Oct. 17.  
Nankin, E. & A., Oct. 17.  
Carignano, Dodwell's, Oct. 19.

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Hikawa Maru, N.Y.K., Oct. 6.  
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Canton, Gilman's, Oct. 6.  
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Canton, Gilman's, Oct. 6.  
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Kidderpore, P. & O., Oct. 6.  
Yuenang, Jardine's, Oct. 7.  
Gleniffer, Jardine's, Oct. 9.  
Santhia, B.I., Oct. 9.  
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Sauerland, J.C.J.L., Oct. 11.  
Achilles, B.F., Oct. 12.  
D'Artagnan, M.M., Oct. 12.  
Nelus, B.F., Oct. 12.  
Rakuyo Maru, N.Y.K., Oct. 15.  
Tyndareus, B.F., Oct. 17.  
Nankin, E. & A., Oct. 17.  
Carignano, Dodwell's, Oct. 19.

## KASHMIR.

Emp. of Asia, C.P.S., Sept. 25.  
Hosang, Jardine's, Sept. 25.  
Kashmir, P. & O., Sept. 25.  
Kashmir, P. & O., Sept. 25.  
Athos, B.F., Sept. 29.  
Asama Maru, N.Y.K., Sept. 30.  
Havelland, J.C.J.L., Sept. 30.  
Pyrrhus, B.F., Sept. 30.  
Havel, Melchers, Oct. 2.  
Glaucus, B.F., Oct. 5.  
Nellors, E. & A., Oct. 5.  
Canton, Gilman's, Oct. 6.  
Hikawa Maru, N.Y.K., Oct. 6.  
Kidderpore, P. & O., Oct. 6.  
Yuenang, Jardine's, Oct. 7.  
Gleniffer, Jardine's, Oct. 9.  
Santhia, B.I., Oct. 9.  
Emp. of Canada, C.P.S., Oct. 10.  
Naldora, P. & O., Oct. 10.  
Sauerland, J.C.J.L., Oct. 11.  
Achilles, B.F., Oct. 12.  
D'Artagnan, M.M., Oct. 12.  
Nelus, B.F., Oct. 12.  
Rakuyo Maru, N.Y.K., Oct. 15.  
Tyndareus, B.F., Oct. 17.  
Nankin, E. & A., Oct. 17.  
Carignano, Dodwell's, Oct. 19.

## KASHMIR.

Emp. of Asia, C.P.S., Sept. 25.  
Hosang, Jardine's, Sept. 25.  
Kashmir, P. & O., Sept. 25.  
Kashmir, P. & O., Sept. 25.  
Athos, B.F., Sept. 29.  
Asama Maru, N.Y.K., Sept. 30.  
Havelland, J.C.J.L., Sept. 30.  
Pyrrhus, B.F., Sept. 30.  
Havel, Melchers, Oct. 2.  
Glaucus, B.F., Oct. 5.  
Nellors, E. & A., Oct. 5.  
Canton, Gilman's, Oct. 6.  
Hikawa Maru, N.Y.K., Oct. 6.  
Kidderpore, P. & O., Oct. 6.  
Yuenang, Jardine's, Oct. 7.  
Gleniffer, Jardine's, Oct. 9.  
Santhia, B.I., Oct. 9.  
Emp. of Canada, C.P.S., Oct. 10.  
Naldora, P. & O., Oct. 10.  
Sauerland, J.C.J.L., Oct. 11.  
Achilles, B.F., Oct. 12.  
D'Artagnan, M.M., Oct. 12.  
Nelus, B.F., Oct. 12.  
Rakuyo Maru, N.Y.K., Oct. 15.  
Tyndareus, B.F., Oct. 17.  
Nankin, E. & A., Oct. 17.  
Carignano, Dodwell's, Oct. 19.

## KASHMIR.

Emp. of Asia, C.P.S., Sept. 25.  
Hosang, Jardine's, Sept. 25.  
Kashmir, P. & O., Sept. 25.  
Kashmir, P. & O., Sept. 25.  
Athos, B.F., Sept. 29.  
Asama Maru, N.Y.K., Sept. 30.  
Havelland, J.C.J.L., Sept. 30.  
Pyrrhus, B.F., Sept. 30.  
Havel, Melchers, Oct. 2.  
Glaucus, B.F., Oct. 5.  
Nellors, E. & A., Oct. 5.  
Canton, Gilman's, Oct. 6.  
Hikawa Maru, N.Y.K., Oct. 6.  
Kidderpore, P. & O., Oct. 6.  
Yuenang, Jardine's, Oct. 7.  
Gleniffer, Jardine's, Oct. 9.  
Santhia, B.I., Oct. 9.  
Emp. of Canada, C.P.S., Oct. 10.  
Naldora, P. & O., Oct. 10.  
Sauerland, J.C.J.L., Oct. 11.  
Achilles, B.F., Oct. 12.  
D'Artagnan, M.M., Oct. 12.  
Nelus, B.F., Oct. 12.  
Rakuyo Maru, N.Y.K., Oct. 15.  
Tyndareus, B.F., Oct. 17.  
Nankin, E. & A., Oct. 17.  
Carignano, Dodwell's, Oct. 19.

## KASHMIR.

Emp. of Asia, C.P.S., Sept. 25.  
Hosang, Jardine's, Sept. 25.  
Kashmir, P. & O., Sept. 25.  
Kashmir, P. & O., Sept. 25.  
Athos, B.F., Sept. 29.  
Asama Maru, N.Y.K., Sept. 30.  
Havelland, J.C.J.L., Sept. 30.  
Pyrrhus, B.F., Sept. 30.  
Havel, Melchers, Oct. 2.  
Glaucus, B.F., Oct. 5.  
Nellors, E. & A., Oct. 5.  
Canton, Gilman's, Oct. 6.  
Hikawa Maru, N.Y.K., Oct. 6.  
Kidderpore, P. & O., Oct. 6.  
Yuenang, Jardine's, Oct. 7.  
Gleniffer, Jardine's, Oct. 9.  
Santhia, B.I., Oct. 9.  
Emp. of Canada, C.P.S., Oct. 10.  
Naldora, P. & O., Oct. 10.  
Sauerland, J.C.J.L., Oct. 11.  
Achilles, B.F., Oct. 12.  
D'Artagnan, M.M., Oct. 12.  
Nelus, B.F., Oct. 12.  
Rakuyo Maru, N.Y.K., Oct. 15.  
Tyndareus, B.F., Oct. 17.  
Nankin, E. & A., Oct. 17.  
Carignano, Dodwell's, Oct. 19.

## KASHMIR.

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Kashmir, P. & O., Sept. 25.  
Athos, B.F., Sept. 29.  
Asama Maru, N.Y.K., Sept. 30.  
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Pyrrhus, B.F., Sept. 30.  
Havel, Melchers, Oct. 2.  
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Nellors, E. & A., Oct. 5.  
Canton, Gilman's, Oct. 6.  
Hikawa Maru, N.Y.K., Oct. 6.  
Kidderpore, P. & O., Oct. 6.  
Yuenang, Jardine's, Oct. 7.  
Gleniffer, Jardine's, Oct. 9.  
Santhia, B.I., Oct. 9.  
Emp. of Canada, C.P.S., Oct. 10.  
Naldora, P. & O., Oct. 10.  
Sauerland, J.C.J.L., Oct. 11.  
Achilles, B.F., Oct. 12.  
D'Artagnan, M.M., Oct. 12.  
Nelus, B.F., Oct. 12.  
Rakuyo Maru, N.Y.K., Oct. 15.  
Tyndareus, B.F., Oct. 17.  
Nankin, E. & A., Oct. 17.  
Carignano, Dodwell's, Oct. 19.

## JAVA PORTS.

Tjikembang, J.C.J.L., Sept. 15.  
Tjikembang, J.C.J.L., Sept. 22.  
Tjisadane, J.C.J.L., Sept. 20.  
Tjisadane, J.C.J.L., Oct. 6.  
Tjisadane, J.C.J.L., Oct. 19.



# NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO., LTD.

## CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel  
"CALOCHAS"  
FROM UNITED KINGDOM  
Via SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 14th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 31st September will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 5th October, or they will not be recognised.

No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
14th September, 1931. [1180]

# NOTICE TO CONSIGNEES.

## "ELDERMAN" LINE.

FROM DUNKIRK, ANTWERP, BREMEN, HAMBURG, ROTTERDAM AND MARSHALLS.

THE Steamship "CITY OF KHIOS" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 19th September, 1931, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 20th September, 1931, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by THE BANK LINE, LTD., Agents.  
Hong Kong, 18th Sept., 1931. [1181]

NOTICE TO CONSIGNEES.  
PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "BURDWAN".  
ARRIVED HONG KONG ON 11th SEPTEMBER, 1931.

FROM ANTWERP, LONDON, GIBRALTAR, MARSHALLS, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOWLING, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 1st October, 1931, or they will not be recognised.

No Claims will be admitted after the Goods have left the Godown.  
MAORINNON, MAORINNON & Co., Agents.  
Hong Kong, 11th Sept., 1931. [1170]

CONSIGNEES' NOTICE.  
THE BEN LINE STEAMERS, LIMITED.  
J. MIDDLEBROO, ANTWERP, LONDON AND STRAITS.  
The Steamship "BENGLOE".

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 2nd October, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant at 10 a.m. by Messrs. GODDARD & DOWLING.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.  
Hong Kong, 11th Sept., 1931. [1169]

**S.S. "PRESIDENT WILSON"**  
will sail for  
**NEW YORK**  
via  
Shanghai, Kobe, Yokohama, Honolulu, San Francisco, Los Angeles and Panama Canal.  
at  
**2.00 P.M.**  
**TUESDAY, Sept. 15.**

**DOLLAR STEAMSHIP LINE**  
**AMERICAN MAIL LINE**

**LLOYD TRIESTINO**  
FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR  
**BRINDISI, VENICE & TRIESTE**  
Via SINGAPORE, COLOMBO, BOMBAY, ADEN, SUEZ, and PORT SAID.  
Taking Cargo on through Bills of Lading to Fiume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports.  
Passengers to LONDON (Overland).  
**NEXT SAILINGS FROM HONG KONG**

Vessel	Type	Departure	Arrival
M.V. "COL DI LANA"	(cargo boat)	31st Sept.	27th Sept.
S.S. "MONCALIEMI"	(passenger boat)	31st Sept.	27th Sept.
S.S. "ORACOVIA"	(passenger boat)	31st Sept.	27th Sept.
S.S. "OARIGNANO"	(passenger boat)	31st Sept.	27th Sept.
S.S. "PIRELLA"	(passenger boat)	31st Sept.	27th Sept.
S.S. "GANGE"	(passenger boat)	31st Sept.	27th Sept.

Outward Voyage to Shanghai only.  
Attention is called to the fact that the "Gange" which will make the voyage Hong Kong/Venice in 24 days, thus allowing London passengers to reach destination in 48 days.  
Sailing Dates subject to alteration without notice.  
For further particulars please apply to:  
**DODWELL & CO., LTD.**  
Agents.  
Tel. 28021.

**THE PERFECT HOLIDAY.**  
**JAVA** Good hotels in cool mountain resorts.  
Good trains, excellent motor-smoothing asphalt roads.  
**BALI** Regular daily air services.  
Interesting native life.

**HONG KONG - MANILA - MAKASSAR - BALI - SOERABAYA - BATAVIA - HONG KONG.**  
FARE 244/5. Inclusive of Railway and Aeroplane Fares.  
(THOS. COOK)  
You may book with **AMERICAN EXPRESS**  
**JAVA-CHINA-JAPAN LIJN.**

**TO BATAVIA—Through Java and Bali back via Makassar.**

S.S. "TJILBOET"	S.S. "TJISAROA"	S.S. "TJIKARANG"
22nd September	6th October	20th October

**TO BALI & Soerabaja via Manila & Makassar & back through Java via Batavia.**

S.S. "TJIKEMDANG"	M.S. "TJISADANE"	M.S. "TJINEGARA"
15th September	29th September	13th October

**TO AMOY AND SHANGHAI.**

M.S. "TJISADANE"	S.S. "TJIKARANG"	M.S. "TJINEGARA"
16th September, 10 a.m.	29th September	1st October

For further particulars apply to:  
**JAVA-CHINA-JAPAN LIJN.**  
Yok Building.  
Telephone 28015.

# DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE				SHAREBROKERS' ASSOCIATION.			
Buyers	Sellers	Time	Monday, Sept. 14.	Buyers	Sellers	Time	Monday, Sept. 14.
<b>Banks</b>							
\$3.40	...	...	H.K. Bank	\$3.40	...	...	H.K. Bank
...	...	...	Do. (London)	...	...	...	Do. (London)
...	...	...	Chartered Bank	...	...	...	Chartered Bank
...	...	...	Mercantile Bk. "A"	...	...	...	Mercantile Bk. "A"
...	...	...	Do. "O"	...	...	...	Do. "O"
...	...	...	Bank of East Asia	...	...	...	Bank of East Asia
...	...	...	R. O. & S. Bank	...	...	...	R. O. & S. Bank
<b>Insurance</b>							
...	...	...	Canton Insurance	...	...	...	Canton Insurance
...	...	...	Underwriters	...	...	...	Underwriters
...	...	...	North China	...	...	...	North China
...	...	...	Union Insurance	...	...	...	Union Insurance
...	...	...	Yangtze Insurance	...	...	...	Yangtze Insurance
...	...	...	China Fire	...	...	...	China Fire
...	...	...	H.K. Fire	...	...	...	H.K. Fire
<b>Shipping</b>							
...	...	...	Douglas	...	...	...	Douglas
...	...	...	Steamboats	...	...	...	Steamboats
...	...	...	Indos (pref.)	...	...	...	Indos (pref.)
...	...	...	Do. (del.)	...	...	...	Do. (del.)
...	...	...	Shell Transport	...	...	...	Shell Transport
...	...	...	Water-hoats	...	...	...	Water-hoats
<b>Mining</b>							
...	...	...	Bonguet	...	...	...	Bonguet
...	...	...	Venezuela Gold Fld.	...	...	...	Venezuela Gold Fld.
...	...	...	Kailash	...	...	...	Kailash
...	...	...	Langkai (comb.)	...	...	...	Langkai (comb.)
...	...	...	Do. (single)	...	...	...	Do. (single)
...	...	...	Explorations	...	...	...	Explorations
...	...	...	Shanghai Loans	...	...	...	Shanghai Loans
...	...	...	Ranba	...	...	...	Ranba
...	...	...	Trough Mines	...	...	...	Trough Mines
<b>Docks, Wharves, Godowns, etc.</b>							
...	...	...	H.K. & K. Wharves	...	...	...	H.K. & K. Wharves
...	...	...	Providents (old)	...	...	...	Providents (old)
...	...	...	Do. (new)	...	...	...	Do. (new)
...	...	...	H.K. Docks	...	...	...	H.K. Docks
...	...	...	S. China Motors "A"	...	...	...	S. China Motors "A"
...	...	...	Do. "B"	...	...	...	Do. "B"
...	...	...	Shanghai Docks	...	...	...	Shanghai Docks
...	...	...	New Engineering	...	...	...	New Engineering
...	...	...	Hongkong	...	...	...	Hongkong
<b>Land, Hotels, and Buildings</b>							
...	...	...	H.K. Hotels (old)	...	...	...	H.K. Hotels (old)
...	...	...	Do. (new)	...	...	...	Do. (new)
...	...	...	H.K. Lands	...	...	...	H.K. Lands
...	...	...	Shanghai Lands	...	...	...	Shanghai Lands
...	...	...	H.K. Realty	...	...	...	H.K. Realty
...	...	...	Hutchings (old)	...	...	...	Hutchings (old)
...	...	...	Do. (new)	...	...	...	Do. (new)
...	...	...	Chinese Estates	...	...	...	Chinese Estates
<b>Cotton Mills</b>							
...	...	...	Two	...	...	...	Two
...	...	...	Shai Cottons	...	...	...	Shai Cottons
...	...	...	Zoong Sings	...	...	...	Zoong Sings
<b>Public Utilities</b>							
...	...	...	Tramways	...	...	...	Tramways
...	...	...	Peak Tram (old)	...	...	...	Peak Tram (old)
...	...	...	Do. (new)	...	...	...	Do. (new)
...	...	...	Star Ferries	...	...	...	Star Ferries
...	...	...	Yankee Ferries	...	...	...	Yankee Ferries
...	...	...	China Lights	...	...	...	China Lights
...	...	...	H.K. Electric	...	...	...	H.K. Electric
...	...	...	Macao do	...	...	...	Macao do
...	...	...	Sandakan Lights	...	...	...	Sandakan Lights
...	...	...	Telephones (fully pd.)	...	...	...	Telephones (fully pd.)
...	...	...	Customs (new "A")	...	...	...	Customs (new "A")
...	...	...	China Buses	...	...	...	China Buses
...	...	...	Trucks	...	...	...	Trucks
...	...	...	Do. (pref.)	...	...	...	Do. (pref.)
<b>Industrials</b>							
...	...	...	China Sugars	...	...	...	China Sugars
...	...	...	Malabar Sugars	...	...	...	Malabar Sugars
...	...	...	Caldbeck, (ord.)	...	...	...	Caldbeck, (ord.)
...	...	...	Gregory (pref.)	...	...	...	Gregory (pref.)
...	...	...	Canton Loan	...	...	...	Canton Loan
...	...	...	Cement (comb.)	...	...	...	Cement (comb.)
...	...	...	Do. (old)	...	...	...	Do. (old)
...	...	...	Do. (new)	...	...	...	Do. (new)
...	...	...	Ropes	...	...	...	Ropes
<b>Miscellaneous</b>							
...	...	...	Dairy Farms	...	...	...	Dairy Farms
...	...	...	Do. A. Wing	...	...	...	Do. A. Wing
...	...	...	Amusements, (old)	...	...	...	Amusements, (old)
...	...	...	Do. (new "A")	...	...	...	Do. (new "A")
...	...	...	Do. (new "B")	...	...	...	Do. (new "B")
...	...	...	Ch. Entertainments (old)	...	...	...	Ch. Entertainments (old)
...	...	...	Do. (new)	...	...	...	Do. (new)
...	...	...	Constructions	...	...	...	Constructions
...	...	...	Do.	...	...	...	Do.
...	...	...	Lane Crawford (old)	...	...	...	Lane Crawford (old)
...	...	...	Do. (new)	...	...	...	Do. (new)
...	...	...	Makinrohrs	...	...	...	Makinrohrs
...	...	...	Manyang Tobacco	...	...	...	Manyang Tobacco
...	...	...	Minerals	...	...	...	Minerals
...	...	...	Watsons	...	...	...	Watsons
...	...	...	Wm. Powells	...	...	...	Wm. Powells
...	...	...	S. C. Enterprises	...	...	...	S. C. Enterprises
...	...	...	B. Ind. G. Bonds	...	...	...	B. Ind. G. Bonds
...	...	...	H.K. Govt. Loans	...	...	...	H.K. Govt. Loans

# FOREIGN MAILS

POSTAL RATES.			
Letters	Local	China and Macau	3 cts.
		British Empire (except via Siberia)	4 cts. per oz.
		Foreign Countries and British Empire via Siberia	10 cts. first oz.
		British Empire via Siberia	10 cts. each succeeding oz.
Postcards	Local, China and Macau		3 cts. each
	All other places		8 cts. each
The Registration fee is in each case 20 cents.			
Letters and postcards for Europe and South America are forwarded "via Siberia" if so supermarked.			
Letters for Europe via Siberia intended for transmission by Airmail from Shanghai to Manchouli must be posted over the counter of the G.P.O. or Kowloon Branch Post Office where full particulars of the Airmail service can be obtained.			
Times of closing Shanghai-Manchouli Airmails are advertised on the Outward Mail list below.			
INWARD MAILS.			
From	Per	Due	
STRAITS	Crescent	15th Sept.	
SHANGHAI and AMOY	Yingchow	15th Sept.	
JAVA via BATAVIA	Tjissadan	15th Sept.	
CALCUTTA and STRAITS	Kutaw	15th Sept.	
SAIGON	Chenouev	15th Sept.	
JAPAN, SHANGHAI and EUROPE via SIBERIA (London, 27th August)	Sphinx	15th Sept.	
MANCHOU and SWATOW	Shantung	15th Sept.	
JAPAN	Bantan Pandjiong	17th Sept.	
SHANGHAI and EUROPE via SIBERIA (London, 29th August)	Garbala	17th Sept.	
CANADA, U.S.A., JAPAN and SHANGHAI (Vancouver B.C., 29th Aug.)	Empress of Asia	17th Sept.	
AUSTRALIA and MANILA	Kamo Maru	17th Sept.	
LONDON Parcels only (London, 13th Aug. U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 22nd Aug.)	Sarpedon	18th Sept.	
JAPAN and SHANGHAI	Shimo Maru	18th Sept.	
MANILA	Terukuni Maru	18th Sept.	
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 28th Aug.)	Pres. Tift	19th Sept.	
EUROPE via MANCHOU (Letters and Papers) London, 20th August	Pres. Fillmore	19th Sept.	
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 28th August)	Katori Maru	19th Sept.	
JAPAN and SHANGHAI	Pres. Hoover	21st Sept.	
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 15th Sept.)	Kalyan	25th Sept.	
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 3rd Sept.)	Pres. Jefferson	25th Sept.	
JAPAN	Asama Maru	25th Sept.	
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 2nd Sept.)	Atsuta Maru	27th Sept.	
	Hikawa Maru	27th Sept.	
OUTWARD MAILS.			
REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 5 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.			
For	Per	DATE and TIME	
Manila and Java via Sourabaya	Tjikembang	Tuesday, 15th, 8.30 a.m.	
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 26th September	Taipei	Reg. 8.45 a.m. Letters 10.30 a.m.	
Shanghai, Japan, Honolulu, U.S.A. *Canada, Central and South America and EUROPE via San Francisco—due San Francisco, 6th October	Pres. Wilson	Parcels 1.00 a.m. Reg. 1.45 a.m. Letters 12.30 p.m.	
Fort Beatty, Balboa, Pskoi and Harbin	Tonkin	Noon	
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and EUROPE via Marseilles—due Marseilles, 16th October	Manila	Kowloon P.O. Reg. 1.00 p.m. Letters 1.00 p.m. G.P.O.	
SAIGON, Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and EUROPE via Marseilles—due Marseilles, 17th October	Sphinx	Reg. 1.45 p.m. Letters 2.30 p.m. Kowloon P.O. Reg. 1.00 a.m. Letters 1.00 a.m. G.P.O.	
Shanghai, Japan and EUROPE via Siberia (Swatow, Amoy and Foochow)	Chenouev	Reg. 1.15 p.m. Letters 2.00 p.m. Kowloon P.O. 15th, 4.30 p.m. G.P.O. 15th, 8.30 a.m.	
Formosa	Hai Ning	Reg. 2.00 p.m. Letters 2.00 p.m.	
SAIGON	Kinai Maru	Reg. 3.30 p.m. Letters 4.30 p.m.	
Swatow	Haidis	Reg. 4.30 p.m. Letters 5.00 p.m.	
Ordinary Letters only for EUROPE supermarked "Via Siberia: Air Mail Shanghai-Manchouli"	Oremer	Kowloon P.O. 15th, 4.30 p.m. G.P.O. 15th, 8.30 a.m.	
Shanghai, Japan, Honolulu, U.S.A. *Canada, C. and S. America, and EUROPE via San Francisco—due San Francisco, 7th October, and EUROPE via Siberia	Taiata Maru	Reg. 15th, 5.00 p.m. Letters 16th, 8.30 a.m. G.P.O.	
Amoy	Tytsadana	Wednesday, 16th, 8.30 a.m.	
Swatow	Koyang	Reg. 10.30 a.m.	
Holbow, Pskoi and Harbin	Manado Maru	Thursday, 17th, 8.30 a.m.	
Japan and *Canada, via Victoria, B.C.—due Victoria, B.C., 18th October	Ision	Reg. 10.30 a.m.	
Amoy	Tzuian	Reg. 8.30 p.m.	
Manila	Empress of Asia	Reg. 4.30 p.m.	
Amoy	Kuanyang	Reg. 5.00 p.m.	
Japan	Kamo Maru	Friday, 18th, 8.30 a.m.	
Swatow via Swatow	Hoang Shing	Reg. 10.30 a.m.	
Swatow, Amoy and Foochow	Haoyang	Reg. 1.00 p.m.	
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 16th October	Terukuni Maru	Kowloon P.O. Reg. 4.30 p.m. Letters 4.30 p.m. G.P.O. Reg. 1.00 a.m. Letters 1.00 a.m.	
Manila	Shimo Maru	Saturday, 19th, 2.30 p.m.	
Shanghai and Japan	Katori Maru	Reg. 8.30 p.m.	
Shanghai, Japan, U.S.A., Canada, U. and S. America, and EUROPE via Victoria, B.C.—due Victoria, B.C., 6th October, and EUROPE via Siberia	Pres. Tift	Parcels 2.00 p.m. Reg. 4.15 p.m. Letters 4.00 p.m.	
Manila	Pres. Fillmore	Reg. 5.00 p.m.	
Swatow, Amoy and Foochow	Haoyang Maru	Sunday, 20th, 9.00 a.m.	
Bangkok via Swatow	Koyang	Reg. 9.00 a.m.	
Straits and Calcutta	Batung	Monday, 21st, 4.15 p.m. Parcels Noon Letters 1.00 p.m.	
Swatow, Amoy and Foochow	Hai Ching	Tuesday, 22nd, 1.00 p.m.	
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 26th October	Atsuta Maru	Friday, 25th, 5.00 p.m. Reg. 25th, 8.45 a.m. Letters 2.30 p.m.	
Supermarked correspondence only.			



# CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 15th Sept. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"TSINAN"	On 17th Sept. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"CHINHUA"	On 18th Sept. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 20th Sept. Noon
SWATOW, SHANGHAI & TIENTSIN	"KAIYING"	On 20th Sept. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"NANNING"	On 21st Sept. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KWANGTUNG"	On 21st Sept. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 22nd Sept. Noon
SWATOW, SHANGHAI & TIENTSIN	"TAIYUAN"	On 23rd Sept. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KIUNGCHOW"	On 26th Sept. Noon
SWATOW, SHANGHAI & TIENTSIN	"KUBIOHAW"	On 28th Sept. Noon
SWATOW, SHANGHAI & TIENTSIN	"KINGYUAN"	On 28th Sept. Noon
SWATOW, SHANGHAI & TIENTSIN	"ANHUI"	On 27th Sept. 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"HUICHOW"	On 6th Oct. Noon
SWATOW, SHANGHAI & TIENTSIN	"KIUNGCHOW"	On 9th Oct. 3 p.m.

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## ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Rain	Direction	Force	Rain
	Inches	Millim.	Direction	Force	Direction	Force	Direction	Force	Direction
Wladivostok	29.74	753.5	SE	2	5	6	29.92	760.0	57
Nemuro	29.61	752.0	W	2	5	5	29.92	760.0	57
Hokodate	29.80	757.0	WSW	4	4	5	30.00	762.0	57
Tokyo	29.78	759.0	ESE	0	0	0	30.00	762.0	57
Kobe	29.90	759.5	0	0	0	0	30.02	762.5	57
Nagasaki	30.00	762.0	N	1	1	1	30.04	763.0	57
Kagoshima	29.96	761.0	NW	1	1	1	30.00	763.0	57
Oshima	29.94	760.5	NNE	1	1	1	29.98	761.0	57
Naha	29.94	760.5	SW	1	1	1	29.94	760.5	57
Ishigakijima	29.92	760.0	S	6	6	6	29.90	759.5	57
Bonin Island	29.96	761.0	NE	1	1	1	29.98	761.5	57
Chafoo	29.93	757.7	SW	1	5	6	29.93	759.9	57
Shanghai	30.02	762.6	SSE	2	0	0	30.04	763.1	57
Guntau	30.04	763.0	SE	4	0	0	30.08	764.0	57
Wenzhou	29.90	756.9	ENE	2	0	0	30.00	762.0	57
Foochow	29.85	758.9	SSW	2	0	0	29.98	758.9	57
Amoy	29.91	759.4	NW	2	0	0	29.90	759.4	57
Swatow	29.91	759.9	S	3	0	0	29.92	760.0	57
Taihou	29.87	758.8	0	0	0	0	29.87	758.8	57
Taihu	29.87	758.8	0	0	0	0	29.85	758.3	57
Koshu	29.89	759.1	0	0	0	0	29.87	758.8	57
Pescadore	29.81	757.3	SW	3	0	0	29.83	757.7	57
Hong Kong	29.82	757.4	SW	4	0	0	29.83	757.7	57
Gap Rock	29.80	757.0	S	4	0	0	29.80	757.0	57
Macao	29.88	757.8	NNE	1	0	0	29.84	758.0	57
Hokow	29.84	757.0	0	0	0	0	29.84	758.0	57
Prata Island	29.82	756.8	NNE	2	0	0	29.83	756.8	57
Phulian	29.78	756.5	SE	2	0	0	29.81	757.1	57
Tourane	29.78	756.5	SE	2	0	0	29.84	757.9	57
Cape St. James	29.83	757.8	SE	2	0	0	29.81	757.2	57
Bass	29.80	757.4	NE	4	0	0	29.81	757.2	57
Apurri	29.72	755.8	NE	2	0	0	29.79	756.7	57
Tuguegarao	29.72	755.8	WNW	4	0	0	29.76	755.8	57
Vigan	29.78	755.9	SE	2	0	0	29.79	756.8	57
Manila	29.73	754.8	E	2	0	0	29.76	755.8	57
Legaspi	29.73	754.8	SE	4	0	0	29.78	756.3	57
Calbayog	29.73	754.8	SE	4	0	0	29.80	762.0	57
Taloban	29.71	754.4	SE	4	0	0	29.76	755.8	57
Bohol	29.71	754.4	SE	4	0	0	29.76	755.8	57
Cebu	29.72	754.8	E	2	0	0	29.78	755.9	57
Surigao	11.00	29.73	NE	2	0	0	29.79	756.7	57
Guam	11.00	29.78	NNE	2	0	0	29.80	757.0	57
Yap	11.00	29.78	NNE	2	0	0	29.80	757.0	57
Palau	14	29.94	SE	6	0	0	29.90	759.4	57
Labuan	14	29.94	SE	6	0	0	29.90	759.4	57

September 14d. 10h. 37m.—The anticyclone now covers Japan. A trough of low pressure extends from Indo-China to Guam. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 1.02 inches. Total since January 1, 70.27 inches, against an average of 70.66 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 15.	
Direction	Forecast
1—Shanghai to Turnabout	Light, variable winds, fair generally.
2—Turnabout to Hong Kong	E. winds, moderate; generally cloudy.
3—Hong Kong to Gap Rock	S.E. winds, moderate; fair to showery.
4—Hong Kong to Hainan Straits	S.E. winds, moderate; fair to showery.
5—North China Sea	None.

T. F. CLAXTON, Director.

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 14.

Previous On Date	On Date	On Date
at 4 p.m.	10 a.m.	4 p.m.
Barometer... 29.78	29.88	29.83
Temperature... 79	78	81
Humidity... 83	86	81
Wind... SW	E	E
Direction... SW	E	E
Force... 2	2	2
Weather... OE	C	C
Rain... 0.04	0.00	0.03

Highest open-air Temperature, 19.87

Lowest open-air Temperature, 14.76

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

## DONT FORGET

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DAILY PRESS  
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## HONG KONG TIDE TABLE.

From September 15 to 21, 1931.

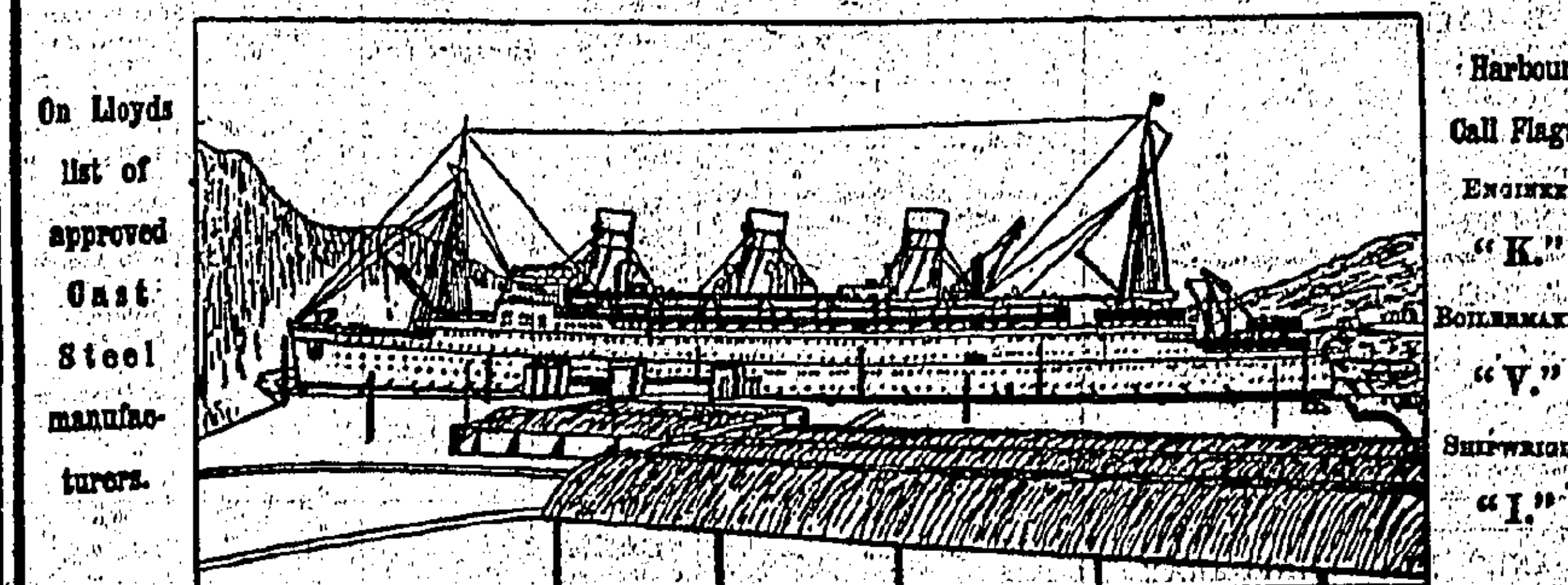
High Water, Low Water.

Day of Week	Day of Month	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Tues.	15	11:24	6.6	04:50	2.9
Wed.	16	12:28	6.4	12:23	2.2
Thurs.	17	13:23	6.8	17:50	2.7
Fri.	18	14:10	6.5	06:49	1.9
Sat.	19	14:54	6.7	08:10	3.4
Sun.	20	01:29	6.4	12:33	3.8
Mon.	21	03:55	6.4	12:35	1.6
		20:50	4.8	22:48	4.5

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## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG" "YATSHING" "HANGSANG" "OHASANG"	Wed. 15th Sept. at Noon Sun. 20th Sept. at Noon Wed. 27th Sept. at Noon Sun. 27th Sept. at Noon
SINGAPORE, PENANG & CALCUTTA	"SUISANG" "KUTSANG" "HOSANG"	Mon. 21st Sept. at 3 p.m. Thurs. 24th Sept. at 3 p.m. Sat. 27th Sept. at 3 p.m.
OSAKA via AMOY, SHANGHAI & KOBE	"KUTSANG"	Thurs. 17th Sept. at 7 a.m.
OSAKA via AMOY & KOBE	"HOSANG" "YUENSANG"	Fri. 25th Sept. at 7 a.m. Wed. 7th Oct. at 7 a.m.
SANDAKAN	"HINSANG" "YUSANG"	Wed. 23rd Sept. at 3 p.m. Sun. 4th Oct. at Noon
TIENTSIN via SWATOW, FOOCHOW & CHEFOO	"OHONGSHING" "OHIPSHING"	Fri. 18th Sept. at Noon Sun. 27th Sept. at Noon

SUMMER TRIPS TO JAPAN.—Excellent First Class Accommodation on Through Steamers from CALCUTTA to JAPAN at the Specially Reduced Return Fare of \$25.00 to KORE. These Return Tickets are available for Three Months.

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Steamship "GLENIFFER" ... 9th October

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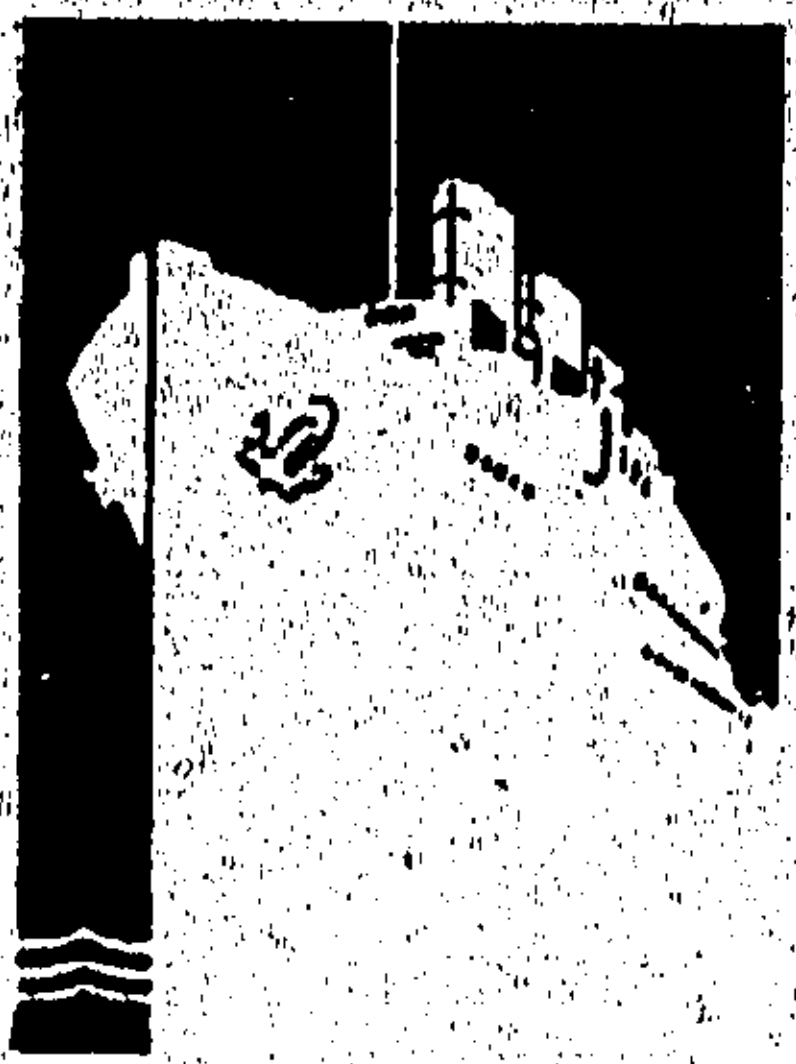
THROUGH BOOKINGS TO AMERICA VIA EUROPE.

AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Pass. M.S. "FULDA" ... departure 19th Sept.  
Freight M.S. "Fulda" ... departure 19th Sept.  
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## QUICKEST TIME!

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leaves	Leaves	Leaves	Leaves	Leaves
Empress of Asia ... Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada ... Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Japan ... Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 9
Empress of Asia ... Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 21
Empress of Canada ... Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7
Empress of Japan ... Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Asia ... Dec. 18	Dec. 21	Dec. 23	Dec. 26	Jan. 4

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

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£120-£112-£83-£79

## HONG KONG-MANILA

Leave	Arrive
Hong Kong	Manila
EMPERESS OF ASIA ... Sept. 17	Sept. 19
EMPERESS OF CANADA ... Oct. 2	Oct. 4

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	TATSUBA MARU ... Wednesday, 16th Sept.
ASAMA MARU ... Wednesday, 30th Sept.	SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIKAWA MARU ... Tuesday, 6th Oct.	LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
TREKUNTO MARU ... Saturday, 19th Sept.	HAKUSAN MARU ... Saturday, 3rd Oct.
SYDNEY & MELBOURNE via Manila & Ports	ATSUTA MARU ... Saturday, 26th Sept.
KAKO MARU ... Saturday, 24th Oct.	BOMBAY via Singapore, Penang & Colombo.
TOKIWA MARU ... Sunday, 27th Sept.	TANGO MARU ... Sunday, 11th Oct.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	RAKUYO MARU ... Thursday, 15th Oct.
NEW YORK, BOSTON via PANAMA.	TOBA MARU ... Tuesday, 29th Sept.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.	LIMA MARU ... Sunday, 11th Oct.
CALCUTTA via Singapore, Penang & Rangoon.	CALCUTTA MARU ... Tuesday, 15th Sept.
PENANG MARU ... Tuesday, 29th Sept.	SHANGHAI, KOBE & YOKOHAMA.
KAMO MARU (Nagasaki direct) ... Friday, 18th Sept.	KATORI MARU ... Saturday, 19th Sept.
TOKUSHIMA MARU (Kobe direct) ... Thursday, 24th Sept.	

For further information, apply to **NIPPON YUSEN KAISHA**, Telephone 30291. (Private exchanges to all Depots.)



## FRENCH MAIL STEAMERS

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.	To Yokohama via Shanghai and Kobe.
SPHINX ... 15th Sept.	CHRONORADIX ... 15th Sept.
POROS ... 29th Sept.	ATHOS II ... 29th Sept.
CHRONORADIX ... 13th Oct.	D'ARAGNAN ... 13th Oct.
ATHOS II ... 27th Oct.	ANDRE LEBON ... 27th Oct.
D'ARAGNAN ... 10th Nov.	FELIX ROUSSEL ... 10th Nov.
ANDRE LEBON ... 24th Nov.	G. METZINGER ... 24th Nov.
FELIX ROUSSEL ... 8th Dec.	SPHINX ... 8th Dec.
G. METZINGER ... 22nd Dec.	POROS ... 22nd Dec.

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# Shipping News

Daily Statement, Waterfront News, etc.

## YESTERDAY'S FREIGHT RETURNS.

IMPORTS 3,654 TONS;  
THROUGH CARGO 6,305 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Cargo for	Through
American	H.K. Ports.
Pres. Wilson, Manila 45	45
Dutch, Tjikembang, Batavia 1,580	1,580
Norwegian, Hiram, Bangkok 1,500	1,500
Japanese, Menado Maru, Haiphong 882	—
London Maru, Dunkirk 1,329	4,409
Sungshan Maru, Canton 6	256
Chinese, Tak Hing, Autau 2	—
Stanley, Swabue 30	32
Total	3,654 6,305

## ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ended at 9 a.m. yesterday were:—

Arr.	Dep.
British 0	1
American 1	0
Dutch 1	1
Norwegian 1	2
Japanese 2	2
Chinese 2	1
Danish 0	1
Total	8

## ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Tjikembang (Dutch) Batavia 140	Hiram (Norw.) Bangkok 10
Menado Maru, (Jap.) Haiphong 113	Sungshan Maru (Jap.) Canton 24
Tak Hing (Chi.) Autau 47	Stanley (Chi.) Swabue 85
Total	419

## WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin—Tamar.	North Wall—Seraph.
South Wall—Seraph, Sterling.	East Wall—Phoenix, Moth, Oswald.
North Arm—Stormcloud, Sepoy.	In Dock—Magnolia.
Foreign Men of War—French Argus and Regulus.	

## SHIPS IN HARBOUR.

The following merchant vessels were in harbour yesterday:—

Wharves—Kowloon: Kinai Maru, London Maru, President Wilson, Holt's Calhoun, City of Khio, Osaka Shosen Kaisha—Canton Maru.

Docks—Kowloon: Hirundo, Linchow, Toonhing, Yei Maru, Tai-koo, Hong Kong, Sagres, Shun Chih, Ixion, Tatsuta Maru.  
Buoy—A3 Tjikembang, A4 Tai-ping, A5 Ombilin, A7 Nansenville, A9 Santo Maru, B1 Hopang, B3 Sungshan Maru, B10 Haldie, B12 Toonkin, B17 Hiram, B18 Albert Sarraut, B21 Shun Chih, B22 Yusan, C1 Ardent, C2 Pongtong.

## ARRIVALS.

September 13.

Liberator, American str., 3,750 tons, Capt. N. Lawrence, from Tientsin; Tain Wan Anchorage—L. Everett, Inc.  
London Maru, Japanese str., 4,113 tons, Capt. N. Ohno, from Singapore, Kowloon Wharf—O.S.K.

Tjikembang, Dutch str., 6,025 tons, Capt. P. Abbo, from Amoy, buoy No. A3—J.C.J.L.

September 14.

Chekiang, British str., 1,313 tons, Capt. J. Smart, from Canton, buoy No. B3—B. & S.

Fingal, Norwegian str., 1,243 tons, Capt. E. Bolt, from Canton, buoy No. C3—Thoresen & Co.

Kaying, British str., 1,573 tons, Capt. J. D. Fraser, from Swatow, buoy No. B14—B. & S.

Kittawa, British str., 708 tons, Capt. J. Crosthwaite, from Amoy, Tain Wan Anchorage—Texaco & Co.

Lyons Maru, Japanese str., 4,540 tons, Capt. K. Torii, from Shanghai, buoy No. A8—N.Y.K.

Pres. Wilson, American str., 8,310 tons, Capt. M. Ridley, from Manila, Kowloon Wharf—Dollar S.S. Line.

Ryujin Maru, Japanese str., 602 tons, Capt. N. Kitano, from Keelung, Yaumati Anchorage—M.B.K.

Santo Maru, Japanese str., 1,890 tons, Capt. Y. Yoshida, from Canton, buoy No. A9—D.K.N.

Soochow, British str., 1,584 tons, Capt. R. H. Fairley, from Canton, buoy No. B15—B. & S.

## CLEARANCE.

September 14.

Ardent, for Bangkok.  
Calhoun, for Shanghai.

Chekiang, for Hongkong.  
Hirundo, for Swatow.

Hydrangea, for Swatow.  
Liberator, for Manila.

London Maru, for Shanghai.  
Lyons Maru, for Singapore.

Nansenville, for Singapore.  
Pres. Wilson, for Shanghai.

Ryujin Maru, for Canton.  
Santo Maru, for Dairen.

Sun Kong, for K. C. Wan.  
Sungshan Maru, for Swatow.

Taiping, for Melbourne.  
Tjikembang, for Manila.

Tonkin, for K. C. Wan.  
Yusan, for Sandakan.

## ATLANTIC SHIPPING.

### INCREASED PASSENGER BOOKINGS.

London, August 12.—"There is a distinct revival in the movement of passengers to this country from New York," said a representative of one of the large shipping companies yesterday. "We started the year under a cloud. The harvest has been steadily rising for the last few weeks, and the activity now displayed when compared with a few months ago, is a refreshing tonic."

The view is held that passengers from New York to this country have this year delayed their voyage in the hope that the financial position will grow easier. The bookings during the last fortnight (which are not affected by the lower fares, which do not come into operation until next Monday) indicate that the people have decided to wait no longer.

Early last month, the Leonora reached Liverpool from New York and Boston with a record number of passengers for this year. This is not the only evidence that the passenger movement has greatly improved. The returns are not as good as in 1929 but the turn which events have taken makes it highly probable that last year's traffic figures will be equalled, and it is hoped exceeded.

The brighter outlook is not restricted to the American side.

The shipping companies, who were enterprising enough to arrange these special voyages, have had no reason to regret their decision. Sailings to Norway and Sweden, for instance, were fully booked, suggesting that at home confidence in the financial position had been sufficiently restored to allow of an interval of freedom from business anxiety.

When the lower fares come into operation, it is confidently believed that the movement of passengers across the Atlantic will show further improvement.

## INVENTOR OF THE PROPELLER.

### IN DEBTORS' PRISON WHEN DEVICE WAS TRIED.

Paris, August 31.—One of the most characteristic examples of unrewarded genius will be recalled at Boulogne shortly, where the centenary celebrations, in honour of Frederic Sauvage, inventor of the propeller, are to be held from August 30 to September 3.

Sauvage's life was a long struggle to get his invention recognised, and ended in failure and disaster. On first submitting his propeller to the French Government, he was told that "the general application of the screw system could not be adopted, recent experiments in America having shown that the principle was powerless on a big scale."

His experiments continued to be disregarded in France, and he was imprisoned for debt at a time when his invention was being examined in England.

Sauvage was still in prison when the first French ship fitted with a propeller was successfully tried at Le Havre.

In 1837, still penniless, Sauvage died in a lunatic asylum at Picpus.

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S.S. "TINHOW" ... 28th October  
Leading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"GABBETA"	5,300	17th Sept. 4 p.m.	Straits, Colombo & Bombay.
"SOUDAN"	6,900	18th Sept.	Mars, Havre, L'An, R'bg.
"KALYAN"	8,000	28th Sept.	Mars, L'An, R'bg. A'warp & Hull.
"MIRZAPUR"	6,700	6th Oct.	Straits, Colombo & Bombay.
"MANTUA"	11,000	10th Oct.	Mars, L'An, R'bg. A'warp & Hull.
"KASHMIR"	8,000	24th Oct.	Mars, L'An, R'bg. A'warp & Hull.
"BURDWAN"	6,500	28th Oct.	Mars, L'An, R'bg. A'warp & Hull.
"NADDERA"	18,000	7th Nov.	Bombay, Marseilles and London.
"KASHGAR"	8,000	18th Nov.	Mars, L'An, R'bg. A'warp & Hull.
"RAJPUTANA"	17,000	5th Dec.	Mars, L'An, R'bg. A'warp & Hull.
"CORFU"	15,000	19th Dec.	do.
"SOMALI"	6,900	26th Dec.	Mars, Havre, L'An, R'bg.
"RAWALPINDI"	17,000	2nd Jan.	Bombay, Marseilles and London.
"KASHMIR"	8,000	18th Jan.	Mars, L'An, R'bg. A'warp & Hull.
"CHITRAL"	15,000	30th Jan.	Bombay, Marseilles and London.

\* Cargo only. † Calls Ceylon. ‡ Calls Djibouti. § Calls Bangkok.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"PAKADA"	7,000	24th Sept.	Singapore, Penang & Calcutta.
"SIBDHANA"	8,000	31st Oct.	do.
"TILAWA"	10,000	14th Oct.	do.

† Calls Rangoon. \* Calls Port Swettenham.

S.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

## EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"NANKIN"	7,000	2nd Oct.	Manila, Batavia, Brisbane, Sydney and Melbourne.
"NELLORE"	7,000	31st Oct.	do.
"TANDA"	7,000	2nd Dec.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union B.S. Co's Steamers to the United Kingdom via New Zealand.

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co's Steamers for Southampton, and London via Panama Canal.

## SAILINGS TO SHANGHAI AND JAPAN

### CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

Steamship	Tons	From Hongkong	Destination
"TILAWA"	10,000	24th Sept.	Amoy, Moji, Kobe & Osaka.
"KASHMIR"	8,000	25th Sept.	S'hai, Moji, Kobe & Yokohama.
"NELLORE"	7,000	3rd Oct.	S'hai, Moji, Kobe, Osaka & Y'ama.
"KEDDEBPORE"	5,300	6th Oct.	Shanghai, Moji & Kobe.
"SANTIA"	8,000	9th Oct.	Amoy, Moji, Kobe & Osaka.
"NADDERA"	18,000	10th Oct.	S'hai, Kobe & Yokohama.
"KASHGAR"	8,000	17th Oct.	S'hai, Moji, Kobe & Yokohama.
"TALMA"	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
"MACEDONIA"	11,000	24th Oct.	Shanghai, Moji, Kobe & Y'ama.
"TANDA"	7,000	31st Nov.	S'hai, Moji, Kobe, Osaka & Y'ama.
"PAKADA"	7,000	6th Nov.	Amoy, Moji, Kobe & Osaka.
"RAJPUTANA"	17,000	7th Nov.	S'hai, Kobe & Yokohama.
"CORFU"	15,000	20th Nov.	Amoy, Moji, Kobe & Osaka.
"SIBDHANA"	8,000	31st Nov.	S'hai, Kobe & Yokohama.
"TILAWA"	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka.
"RAWALPINDI"	17,000	6th Dec.	S'hai, Kobe & Yokohama.
"NANKIN"	7,000	7th Dec.	S'hai, Moji, Kobe, Osaka & Y'ama.
"KASHMIR"	8,000	19th Dec.	S'hai, Moji, Kobe & Y'ama.

\* Cargo only.

All dates are approximate and subject to alteration without notice. Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australia Lines are fitted with Landries.

Parcels measuring not more than 6 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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Outwards to: SHANGHAI AND JAPAN PORTS.

MANILA AND STRAITS SETTLEMENTS.

M.B. "SHANTUNG" ... 27th September

M.V. "CANTON" ... 9th November

M.V. "NANKING" ... 9th December

Outwards



